

# ***Northeast Davidson Area Plan***



**Adopted by the High Point City Council  
December 19, 2002**



## **Northeast Davidson Area Plan**

The Northeast Davidson Area Plan was prepared by the NE Davidson Area Plan Advisory Committee in cooperation with the High Point Department of Planning and Development

Approved on October 17, 2002 by the NE Davidson Area Plan Advisory Committee

Recommended on December 10, 2002 by the High Point Planning and Zoning Commission

Adopted on December 19, 2002 by the High Point City Council

**This printed material will be provided in an alternative format upon request**

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**A RESOLUTION ADOPTING THE NORTHEAST DAVIDSON AREA PLAN AND AMENDING THE LAND USE PLAN FOR THE HIGH POINT PLANNING AREA**

**WHEREAS**, the City Council of the City of High Point adopted the Land Use Plan for the High Point Planning Area on April 6, 2000, and

**WHEREAS**, the Northeast Davidson County area is growing in importance as a residential area, and

**WHEREAS**, it is expected that development interest in the area will continue to increase with coming transportation and other improvements, thus precipitating a re-examination of the assumptions used in formulating the adopted Land Use Plan, and

**WHEREAS**, this re-examination has resulted in the preparation of the Northeast Davidson Area Plan, and

**WHEREAS**, public hearings were held before the High Point Planning and Zoning Commission on October 29, 2000 and November 25, 2000 and before the City Council of the City of High Point on November 18, 2000 regarding the adoption of said Northeast Davidson Area Plan and proposed amendments to said Land Use Plan for the High Point Planning Area.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT, NORTH CAROLINA:**

**SECTION 1.** That the Northeast Davidson Area Plan be adopted and that the Land Use Plan for the High Point Planning Area be amended by incorporating the said adopted plan.

Being a total of approximately nine square miles described as follows:

An area bounded by the Davidson County/Forsyth County line on the north, the Davidson County/Guilford County line on the east, the annexation agreement line between High Point and Thomasville on the south, and Horneytown Road, High Point Wallburg Road, Old Greensboro Road, Chestnut Street Extension, West Lexington Avenue, Willow Oak Road and Joe Moore Road on the west.


This property is shown on Map 1 of said Northeast Davidson Area Plan, on file in the High Point Department of Planning and Development and incorporated herein by reference.

**SECTION 2.** Should any section or provision of this resolution be declared invalid, such decision shall not affect the validity of remaining portions of this resolution.

**SECTION 3.** This resolution shall become effective immediately upon adoption.



Adopted by City Council,  
this 19<sup>th</sup> day of December, 2002

  
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Lisa Vierling, City Clerk

## Table of Contents

<b>Executive Summary</b>	i
<b>The Plan</b>	1
Introduction	1
Development Issues	2
Goals and Objectives	5
Policies	7
land use	7
environment	13
transportation	14
public facilities	16
Plan Implementation	17
Appendix I	19

## **Northeast Davidson Area Plan Executive Summary**

Until recently, city growth and growth interest in eastern Davidson County under the Davidson County/Thomasville/High Point annexation agreement area has been relatively slow and sporadic. This trend changed radically in 1998, with the approval of the 360-acre, 1,175 dwelling unit Laurel Oak Ranch planned unit development, which also contains a non-residential component. If the proposed cargo sorting hub and associated third runway are constructed at Piedmont Triad International Airport, development pressures in this annexation agreement area can only increase, as interest in residential development in the northern part of High Point's planning area is displaced by plans for industrial development. Indeed, increasing interest in developing northeast Davidson County has raised the need to institute clearer and more sophisticated standards and guidelines for development practices. Planning for environmental protection, for compatible land use relationships, for improved transportation routes, and for the provision of required public facilities is critically important to the success of coming development. The Northeast Davidson Area Plan presents goals, objectives and policies intended to achieve that success.

### **Policies**

#### ***land use map***

The density, intensity and land use of all development is guided by the land use classifications shown on the Land Use Map.

#### ***residential development***

- **Housing Type:** Conventional, single-family detached development is anticipated to be the predominate type of residential development in the area. However, other housing types should be anticipated and encouraged in appropriate locations. All housing types, including single-family detached development, shall be developed with consideration for the land's environmental and historic resources, physical constraints and the development's compatibility with the area. Greater consideration will be given to residential development proposals that capably meet the following guidelines:
  - **Environmental and Historic Resources:** Development proposals that include greater measures to preserve, protect and enhance the site's environmental and historic resources.
  - **Physical Constraints:** Proposed developments on sites with significant physical constraints, such as steep slopes, rock, streams and flood plains that take meaningful measures to fully preserve and enhance these features.

- **Compatibility:** Development proposals that offer significant design features to ensure compatibility with neighboring developments.
- **Density:** As shown on the Land Use Map, the large majority of the annexation agreement area is designated as Low Density Residential, which allows residential development from zero to five dwelling units per acre. It is expected that due to development site physical constraints, environmental concerns and the plan's development standards, most developments within areas designated as Low Density Residential will average around the mid-point of that range, particularly for single-family detached developments.

Those developments in the upper end of the range should be designed with special attention paid to the potential for intrusion on neighboring residential uses. Enhanced vegetative buffers, the preservation of existing trees, increased setbacks and the use of terrain as a screening device are some of the measures that could be used to protect adjacent uses.

Regardless of the land use classification, the appropriateness of higher density development within a land use classification for a specific property shall be based upon the development proposal's compliance with the following guidelines:

- **Proximity to Commercial Development, Parks and Recreation Facilities and Corporate Limits:** Higher density development should occur in close proximity to commercial development, to parks and recreation facilities, and to developments in the city's existing corporate limits, particularly those with similar densities.
- **Adequate Public Facilities:** Essential public facilities shall be available and adequate to serve the proposed density of the development.
- **Access to Major Thoroughfares:** Higher density development should occur on properties with direct access to and frontage on major thoroughfares, preferably no further than ½ mile from the intersection of another thoroughfare.
- **Amenities:** Higher density development should provide substantial amenities, such as useable and functional common area open space, greenways, and recreation facilities.
- **Site Design:** Housing should be grouped and clustered away from roadway corridors and incompatible developments and located to avoid environmentally sensitive areas, historic resources, parks and recreation space and open space in order to preserve and protect such lands. Where clustering occurs, clusters should be small, and

separated by common area open space. The number of residential units in the development with direct access to open space should be maximized.

### ***commercial development***

The predominate land use for the study area is residential development. However, it is anticipated that with future residential development there will be demand for local commercial services. Rather than designate specific areas with a commercial land use classification, the following guidelines are established to guide the location of local commercial services in the area.

- ❑ **Location:** Local commercial development should be located at the intersection of a major thoroughfare and another thoroughfare street. Alternatively, commercial uses may be incorporated in large residential planned unit developments with development standards that ensure compatibility with residential development. Regardless, commercial development should be compact in form and not be allowed to extend in a strip-like fashion along a road frontage.
- ❑ **Type:** Commercial uses should consist of neighborhood and convenience commercial uses that are intended to serve the local area and surrounding neighborhoods. Large commercial uses that are intended to serve the entire community or region are not allowed, except where the Land Use Map designates land as Community/Regional Commercial.
- ❑ **Size:** Commercial development should be compact to minimize its impact and to limit the service area.
- ❑ **Development Standards:** Commercial development proposals should contain specific design and development standards to ensure compatibility with the area and surrounding neighborhoods. At a minimum, these higher standards should control building and site design, signage, exterior lighting, and landscaping. Examples of development standards include the following:
  - Roofs of all buildings should be pitched. Mansard roofs are not an acceptable substitute.
  - Brick, stone or similar construction materials should be used, with no metal siding allowed.
  - All free-standing signs should be of the monument type, and wall signs should be in keeping with the scale of the building.
  - Outside lighting should be of low intensity and should not use tall light standards. All lighting should be directed toward the ground and away from residential uses.

- Substantial landscaped buffers should be provided and erosion strictly controlled during construction.
- The design should consider and reflect the surrounding architecture and be of compatible height, mass and construction materials.
- Development should be compact, with parking and any fuel pumps located to the rear of the building.
- All entrance/exit doors should be at ground level.

### ***development compatibility***

The compatibility of a proposed development with adjoining developments is determined by the way the proposed development deals with certain factors. It does not mean that development type must be exactly the same. The following factors should be addressed when considering the compatibility of development proposals: the size, scale and mass of proposed buildings; location, orientation and separation of proposed buildings; building architecture; vehicular access; parking; exterior lighting; landscaping; signage; **hours of operation** and the location of other site appurtenances.

### ***non-contiguous development***

New development that is not contiguous to the city should occur in an orderly and efficient manner, and consistent with the city's plans for community facilities to serve the development. Non-contiguous development should occur in close proximity to existing development and where additional public investments and urban service costs can be minimized.

### ***development size***

Development should occur on property of a sufficient size to preserve and protect environmental and historic resources, to ensure development compatibility, to mitigate its impact on transportation and community facilities, and to meet the policies of this plan. Therefore, the development of larger-scale parcels is encouraged and land assemblage may be necessary to ensure adherence to the plan.

### ***property values***

All developments shall be designed in a way that preserves and protects property values in the area and of adjoining properties.

## ***farmland***

New residential development in the midst of productive farmland can lead to conflicts between the new non-farm residents and farmers and their operations. Residential development located next to bona fide farms should provide adequate buffers to help guard the integrity of the farm operation. In addition, prospective residents of these developments should be notified that a working farm is nearby through a disclosure statement on the subdivision plat.

## ***roadway corridor appearance***

Development along existing roadway corridors in the study area should not detract from the corridor's appearance, but rather it should enhance the roadway's visual appearance.

- ❑ **Trees:** Existing stands of trees along the street frontage of new developments should be preserved and incorporated into the development's design. Every effort should be made especially to preserve healthy older hardwood trees. Where there are no existing trees, the new trees, shrubs and other landscape materials should be planted to maintain and enhance the corridor's appearance.
- ❑ **Setbacks:** New buildings and structures should be set back a sufficient distance from the street right-of-way so as not to crowd or detract from the corridor's character.
- ❑ **Fences:** A new development should establish a common design for fences, walls or similar barriers that are erected along the street frontage of the development. These barriers should be of a uniform design and appearance, and should be set back from the street right-of-way so as not to establish a crowded or cluttered appearance.
- ❑ **Signs:** Signage, including lighting, should be designed to be compatible with the development and the surrounding area. Signs should not crowd or clutter the corridor, should be limited in number and should be set back from the street right-of-way.
- ❑ **Transportation Improvement Projects:** The visual impacts of road widening projects should be mitigated through the preservation of existing vegetation and the planting of additional landscape material.
- ❑ **Scenic Corridors:** Davidson County should establish zoning overlay regulations along West Lexington Avenue and Wallburg-High Point Road to protect the corridors' appearance. High Point should work closely with and support the county in this effort.



### ***westside thoroughfare***

Special attention to land use patterns will be necessary around intersections with the proposed Westside Thoroughfare. However, at the time of this study, the Westside Thoroughfare corridor has not been officially established. Therefore, it is somewhat premature to take the roadway's impact on land use at intersections into consideration. Once an official corridor has been established by the NC DOT and prior to the thoroughfare's completion, this plan should be revised to review, at a minimum, the roadway's impact on land use at the thoroughfare's intersections. Additionally, NC DOT should avoid existing neighborhoods and developments when determining the roadway's location.

## **Environment**

### ***land disturbance***

Development should minimize land disturbance by fully utilizing areas of a site that are already disturbed. Wherever possible, development should be designed to use the land's existing topography in constructing streets and buildings. Existing city street standards should be examined to see if they contribute unnecessarily to land disturbance. Slab-on-grade construction should be avoided on slopes of 15% or more in detached, single-family housing development. In some cases, slopes approaching 15% grade should be preserved. Developments shall be designed to avoid environmentally sensitive areas, streams and significant stands of forest, and should not pose any known negative impact on such natural features of the site. Greater consideration will be given to developments that restore and enhance natural features damaged by prior site activities.

### ***environmentally sensitive areas***

Developments should preserve all wetlands, floodplains, steep slopes and other environmentally sensitive areas and should utilize the existing physical features of the land in the development's design. Construction in a floodplain should be discouraged. Development on lands with a significant amount of environmentally sensitive areas should be limited in intensity.

### ***open space***

Common area open space should be designed into all residential developments. In addition to the inherently unbuildable areas, such as wetlands, floodplains and steep slopes, a development's open space should consist of higher quality lands such as woodlands, pastures and meadows. Such open space needs to be usable, preferably with some type of recreational purpose. If possible, open space should be configured so that it becomes a part of an area-wide network of interconnected open spaces.

### ***stream protection***

All intermittent and perennial streams should be protected by preserving and not disturbing vegetation within a minimum 50-foot distance of the stream, except for necessary streets and utility crossings.

### ***tree protection***

Trees along existing roadway corridors and significant stands of trees on new development sites should be preserved and incorporated within the development's design. Special care should be exercised to preserve healthy, older hardwood trees. Where trees cannot be preserved, significant plantings of trees should be preserved along abutting streets, along streets within the development and within common areas of the development.

### ***environmental planning***

Emphasis should be placed on preserving and enhancing environmental resources through a systematic approach, such as the preservation of interconnected wetlands and streams, rather than through a piecemeal approach. The city should develop an open space plan to target important environmental features for preservation.

## **Transportation**

### ***street construction***

New streets should be constructed to city standards.

### ***street access***

New development access should be limited and controlled to lessen congestion and impact on existing streets, as well as to minimize the potential for vehicular conflicts. Access should be limited through establishing a minimum distance between access points, shared access and larger-scale development parcels.

### ***street connectivity***

As an additional measure to lessen congestion and impacts on existing streets, new developments should connect with existing streets and provide stub streets to adjacent land to allow for future street connections when those lands are developed. However, the need for street connectivity should be balanced with the need to protect established residential neighborhoods.

### ***pedestrian access***

Sidewalks and other pedestrian facilities should be provided along major roadways to connect with pedestrian generators such as schools, shopping and recreation facilities. Pedestrian access between residential developments is encouraged.

### ***bike lanes***

Bicycle lanes should be added to major thoroughfares when they are reconstructed.

### ***transit***

Where transit service exists or is contemplated in the city's transit plan, amenities accommodating transit service should be provided in large-scale developments to facilitate and encourage its use.

### ***widening west lexington ave. and wallburg-high point rd.***

The High Point Metropolitan Planning Organization and other responsible entities should be urged to facilitate the widening of West Lexington Ave. and Wallburg-High Point Rd. to accommodate growing traffic.

## **Public Facilities**

### ***adequate public facilities***

In considering voluntary annexations, the city shall ensure the availability of essential public facilities—water, sewer, solid waste removal, transportation and police protection—to support the development and the expansion of the urban area.

### ***fire protection***

The city should continue to cooperate with the rural fire districts and conclude mutually advantageous agreements where warranted.

### ***parks and recreation***

A recreation needs study of the area should be conducted, and the city should provide both active recreation areas, like ball fields, and passive recreation areas, like greenways, in a timely fashion based on the results of the study. Larger-scale residential developments should provide some recreation amenities, and Davidson County should cooperate with the city in providing park sites as does Guilford County.

### ***westside wastewater treatment plant***

The city should continue to investigate and install the most effective methods for controlling objectionable odors and to prevent discharges caused by flooding.

### ***schools***

The Davidson County School Board and the Davidson County Board of Commissioners should work closely together to ensure adequate school facilities are available. The city should offer cooperation in this effort and strongly support it. This cooperation should include notifying the Davidson County Planning and Zoning Department and Davidson County Schools regarding proposed development and considering their analysis of the potential impact.

# Northeast Davidson Area Plan

## Introduction

### *background*

One of the things for which High Point is known is the fact that portions of the city occupy four counties—Guilford, Randolph, Davidson and Forsyth. Obviously, the majority of High Point is located in Guilford County; but the city has a somewhat significant presence in both Davidson (987 acres) and Randolph (173 acres) counties, as well. Moreover, though the area currently within High Point's corporate limits in Forsyth County is negligible, more than 1,440 acres of the city's planning area lies in that county. The difference between High Point's relationship to Davidson County and the three latter counties, however, is important. Annexation agreements between High Point and all surrounding jurisdictions (except for Trinity) define the city's planning area. In the case of Randolph County, the Archdale/High Point Annexation Agreement precludes virtually any further growth to the south, while an agreement with Kernersville prevents extensive growth into Forsyth County. In contrast, the Davidson County/Thomasville/High Point Annexation Agreement provides ample opportunity for the city to grow to the west. This agreement area includes approximately nine square miles.

Until recently, city growth and growth interest in the area under the Davidson County/Thomasville/High Point annexation agreement area has been relatively slow and sporadic. This trend changed radically in 1998, with the approval of the 360-acre, 1,175 dwelling unit Laurel Oak Ranch planned unit development, which also contains a non-residential component. If the proposed cargo sorting hub and associated third runway are constructed at Piedmont Triad International Airport, development pressures in this annexation agreement area can only increase, as interest in residential development in the northern part of High Point's planning area is displaced by plans for industrial development. Indeed, increasing interest in developing northeast Davidson County has raised the need to institute clearer and more sophisticated standards and guidelines for development practices. Planning for environmental protection, for compatible land use relationships, for improved transportation routes, and for the provision of required public facilities is critically important to the success of coming development. The Northeast Davidson Area Plan presents goals, objectives and policies intended to achieve that success.

### *the planning area*

The annexation agreement area, shown on Map 1, consists of approximately nine square miles, bounded by the Davidson County/Forsyth County line on the north, the Davidson County/Guilford County line on the east, and the annexation agreement line between

High Point and Thomasville on the south. The western line is composed of a series of roads—Horneytown Road, Wallburg-High Point Road, Old Greensboro Road, Chestnut Street Extension, West Lexington Avenue, Willow Oak Road and Joe Moore Road.

Land use in the area is mixed, with rural residential development, farmland and undeveloped property predominating at this time. In addition there are a few urban scale subdivisions, a large apartment complex and several non-residential uses.

Two major transportation improvements are planned for the annexation agreement area. The first is the proposed Western Thoroughfare, which would connect the future Interstate 74 with Business 85, completing a loop around High Point. The second project is the widening of West Lexington Avenue, which is intended to be completed after the Western Thoroughfare is constructed. The exact alignment of neither of these projects is known.

Environmental constraints on development in the annexation agreement area include steep slopes, a number of streams and the presence of rock in some locations. The area is not in a drinking water watershed, so watershed regulations do not apply.

## Development Issues

The NE Davidson Plan Advisory Committee (NEDPAC) identified land use, transportation, public facilities, the environment, parks and recreation and farming as development issues in the annexation area. (These have been grouped below into four overarching issues.) The increasing number of requests to High Point for annexation and utility services in the area and forces tending to shift residential growth from north of High Point to the west of the city both underscore the urgent need to consider these issues and to develop appropriate goals, objectives and policies with respect to them.

### *land use*

Land use patterns in much of the city's nine-square mile annexation area have changed little over time, with large, urban-scale subdivisions with public utilities a relatively recent phenomenon. Additional development is anticipated, however, and this realization raises several land use issues.

Eastern Davidson County has a rich tradition of family farms, and several farms remain in the annexation agreement area. While some farmers will eventually sell their property for development, others will desire to continue farming and then pass the land and business on to family members. Farms can also double as open space and help to preserve rural character. As residential development occurs near working farms, the potential for conflict is a serious concern.

- ❑ **Residential Development:** A variety of residential development patterns and densities would be appropriate in the annexation area and could be successfully

integrated with the existing rural subdivisions, large lot development and farms. In order to accomplish this end, techniques such as buffering, landscaping, the preservation of existing vegetation, cluster development and imaginative site design should be fully explored. The types of residential structures and their design are also important considerations.

- ❑ **Non-residential Development:** There is very little commercial and other non-residential development in the annexation area at the present time, with the commercial needs of the residents being met in the surrounding cities and towns. As new residents move into the area, however, there may be a demand for additional, small-scale commercial uses. Any new non-residential development to serve local residents should meet high aesthetic standards and be designed to fit into the area.
- ❑ **Historic Preservation:** There may be historic structures in the annexation area, and these should be preserved in place where possible. In instances where this is not possible, every effort should be made to move the historic resource to a new location.
- ❑ **The Effects of Transportation Projects on Land Use:** The two most important planned transportation projects in the area are the widening of West Lexington Avenue and the proposed Westside Thoroughfare. The timing and design of both are unknown at this time, and the exact route of the Westside Thoroughfare is also unclear. Each project could have effects on land use in the annexation area. The widening of West Lexington Avenue might disrupt the existing residential housing along the street, while the Westside Thoroughfare will have an obvious physical impact and could also bring pressures for non-residential development. The amount and location of these pressures will depend on the design of the project.
- ❑ **Working Farms:** Some farm operations can be noisy, while others may generate odors that some people find unpleasant. Off-farm conflicts can occur when vehicles encounter farm equipment being moved by road. Measures should be taken to minimize conflicts so that farmers can continue their way of life as long as they want to do so.

## ***environment***

The annexation area has a number of attractive environmental features including rolling hills, forested sections and several sizable streams. As development encroaches on these features, there is a growing concern that something of great value will be lost and the rural character of the area diminished.

- ❑ **Development Impacts:** Land development is the most obvious threat to the environment, initially through land clearing, grading and construction. Later, the increased built-upon area and resulting stormwater runoff can harm water quality.



Maximum environmental protection can be achieved by "building with the land" through selecting the best building site(s) and minimizing grading. In addition, best management practices (BMPs) can be employed to reduce or prevent additional surface water runoff.

- ❑ **Open Space and Natural Area Preservation:** The preservation of open space and natural areas clearly benefits wildlife and protects biodiversity. It also brings value to humans, as well, through resulting cleaner air and water and through the relief from urban stresses it promotes. Among the open spaces that should be preserved are the few absolutely pristine sites left in the annexation area. Open spaces, which are usually easier to preserve in larger-scale development, should also be connected to create corridors for wildlife and reserve the opportunity for future greenway trails.
- ❑ **Air and Water Quality:** Both air and water quality are affected by the Westside Wastewater Treatment Plant, the former by unpleasant odors, the latter by leaks from the sewer outfall lines. Air quality will also be affected by additional traffic resulting from development and by the proposed Westside Thoroughfare.

### ***transportation***

As noted above, the only two major transportation projects planned for the area are the widening of West Lexington Avenue and the Westside Thoroughfare. There are several direct east-west routes through the annexation area, but no single road crosses the area from north to south. This will change with the construction of the latter project.

- ❑ **Road Design and Aesthetics:** Constructing new roads and reconstructing old roads simply to meet a desired traffic capacity target is insufficient to ensure that the annexation area retains something of the rural character its residents now enjoy. Incorporating appropriately placed new landscaping and including existing vegetation in the design where possible will help to achieve this objective.
- ❑ **Alternative transportation:** Transportation modes such as greenway trails and sidewalks could provide alternatives to the automobile to a degree, as could public transportation if that becomes practical.

### ***public facilities***

Public facilities encompass a wide range of functions. These include water and sewer utility services, libraries and police protection, among others. In the annexation area, schools, fire protection response time, and the method of providing public facilities have been identified as particular concerns, as has parks and recreation. There are no parks and recreation facilities in the annexation area except for the private soccer complex being developed by the Piedmont Soccer Alliance on Hedgecock Road near the Forsyth County border.

- ❑ **School Crowding:** Davidson County is recognized as having a superior school system, and some families move into the county to benefit from this fact. However, the system can be negatively impacted by this population growth if school construction is unable to keep pace. It is therefore crucial that school construction, location and enrollment capacity be coordinated with new residential development.
- ❑ **Fire Protection:** The annexation area currently receives fire protection services from rural fire districts. As annexation occurs, High Point becomes responsible for this service, and steps must be taken to maintain good coverage. New city fire facilities could be constructed, service agreements could be established between High Point and the rural fire districts, or a combination of the two could be arranged. In addition, adequate water pressure and flow might become a concern in the future.
- ❑ **Public Facilities Provision:** Public facilities can be provided in a number of ways. Municipalities pay for public facilities through the general fund or through enterprise funds in some cases, including water and sewer utilities. In some jurisdictions, however, developments are required under certain circumstances either to make land available or to contribute impact fees toward the construction of public facilities. A just and equitable method should be developed to ensure the timely delivery of public services in the annexation area.
- ❑ **Parks and Recreation:** Developers can construct parks or park-like settings and recreation facilities for the use of development residents or the facilities can be supplied by the public for public use. A combination of the two is not uncommon. These parks and recreation facilities should supply both active recreation opportunities like playgrounds and ballfields as well as more passive recreation facilities like picnic grounds and greenways. Policies detailing how and when parks and recreation facilities will be made available should be adopted.

## **Goals and Objectives**

### ***land use goal***

Encourage urban development patterns that accommodate growth in an orderly way while providing environmental protection and a high quality of life.

### **land use objectives**

- ❑ Develop guidelines for determining appropriate residential development styles and densities in particular areas.

- ❑ Identify locations for well-designed, small-scale commercial development to serve local residents should future demand warrant.
- ❑ Identify historic resources in the area and develop strategies to preserve them.
- ❑ Establish measures through which the negative impacts of major transportation projects on land use are analyzed and mitigated.
- ❑ Establish effective buffer zones to separate new development and working farms.

### ***environment goal***

"Build with the land" to lessen the impacts that development may have on environmental quality, and preserve open space and natural areas for the betterment of both wildlife and human beings.

### **environment objectives**

- ❑ Encourage the use of low-impact development techniques.
- ❑ Promote the preservation of stream corridors, open space, trees and other vegetation as development occurs.
- ❑ Work with developers to identify the best building sites within development.
- ❑ Investigate techniques used in drinking water watersheds to protect water quality for possible application in the area.
- ❑ Investigate and apply methods to minimize objectionable odors from the Westside Wastewater Treatment Plant

### ***transportation goal***

Provide for road projects that contribute to the preservation of the area's rural character through the use of existing and new vegetation, while allowing for the possibility of alternative means of transportation.

### **transportation objectives**

- ❑ Require ample landscaping and other high aesthetic standards for new and reconstructed road projects.
- ❑ Require new development to make provision for alternative modes of transportation like pedestrian, bicycle or transit, as appropriate.

### ***public facilities goal***

Ensure that public facilities and services are provided in a just and equitable manner and are properly sequenced to meet the need.

#### **public facilities objectives**

- ❑ Include public facilities needs in the High Point Community Facilities Plan with accompanying cost estimates and funding sources.
- ❑ Explore the various options available for funding public facilities.
- ❑ Encourage the rural fire districts, the High Point Fire Department, and emergency service providers to continue to work together to ensure that there is no reduction in fire or service coverage as annexations occur.
- ❑ Coordinate school construction, location and enrollment capacity with new residential development so that school crowding can be reduced and eventually eliminated.
- ❑ Have adequate utilities and sewage treatment capacity in place prior to annexation and development.
- ❑ Develop a parks and recreation strategy for the area.
- ❑ Examine the opportunities for both the public and private sectors in providing parks and recreation facilities.

## **Policies**

Policies are officially adopted, fundamental principles that are used as a basis for public decision-making and to resolve issues within the community. They can also provide guidance to the private sector in anticipating the probable positions of City Council and city departments in regard to growth and development matters.

## **Land Use**

The land use goal advocates encouraging urban development that results in orderly growth while at the same time protecting the environment and ensuring a high quality of life. In order to achieve this goal, four land use objectives call for the following: guidelines for determining appropriate residential development styles and densities; limiting the scale and impact of any commercial development; protecting historic

resources; and mitigating the negative impacts of transportation projects. The following policies speak to this goal and these objectives.

### ***land use map***

The density, intensity and land use of all development is guided by the land use classifications shown on the Land Use Map, which follows.

**Table 1**

**Land Use by Classification  
in the  
Northeast Davidson Area**

<b>Classification</b>	<b>2000 HP Land Use Plan</b>	<b>NE Davidson Area Plan</b>	<b>Difference</b>
Low Density Residential	3,357 acres	3,237 acres	- 129 acres
Moderate Density Residential	107 acres	178 acres	+ 71 acres
Medium Density Residential	115 acres	46 acres	- 69 acres
Local/Convenience Commercial	31 acres	25 acres	- 6 acres
Light Industrial	67 acres	157 acres	+ 90 acres
Institutional	11 acres		- 11 acres
Recreation/Open Space	428 acres	463 acres	+ 35 acres
Future Growth Area	1,346 acres	1,446 acres	+ 100 acres
<b>Total</b>	<b>5,551 acres</b>	<b>5,551 acres</b>	<b>N/A</b>

Source: High Point Department of Planning and Development

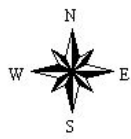
Property in the annexation agreement area is largely designated for low-density residential use, with more than 58 percent of the land so classified. The classification, Future Growth Area, ranks second in acreage. This classification generally includes property not served by public utilities and at such a distance from utilities and other public services that annexation and development at an urban scale in the near future is considered unadvisable. The third largest classification is Recreation/Open Space, which includes the banks of the major streams and the soccer complex in the extreme northeast corner of the annexation agreement area. Other land designated for residential use includes about 220 acres divided between Moderate Density and Medium Density uses. Probably the most dramatic difference in land use classification is the more than doubling in land classified for Light Industrial use. However, this is primarily a simple recognition of a large, existing industrial site north of Chestnut Street.

### ***residential development***

- **Housing Type:** Conventional, single-family detached development is anticipated to be the predominate type of residential development in the area. However, other housing types should be anticipated and encouraged in appropriate locations. All housing types, including single-family detached development, shall be developed










*Land Use Plan*



Scale: 1" = 2300'



-  Plan Area  
 High Point Corporate Limits  
 Thoroughfares and Collectors  
 Proposed Thoroughfare  
 Local Streets  
 Streams  
 County Boundary

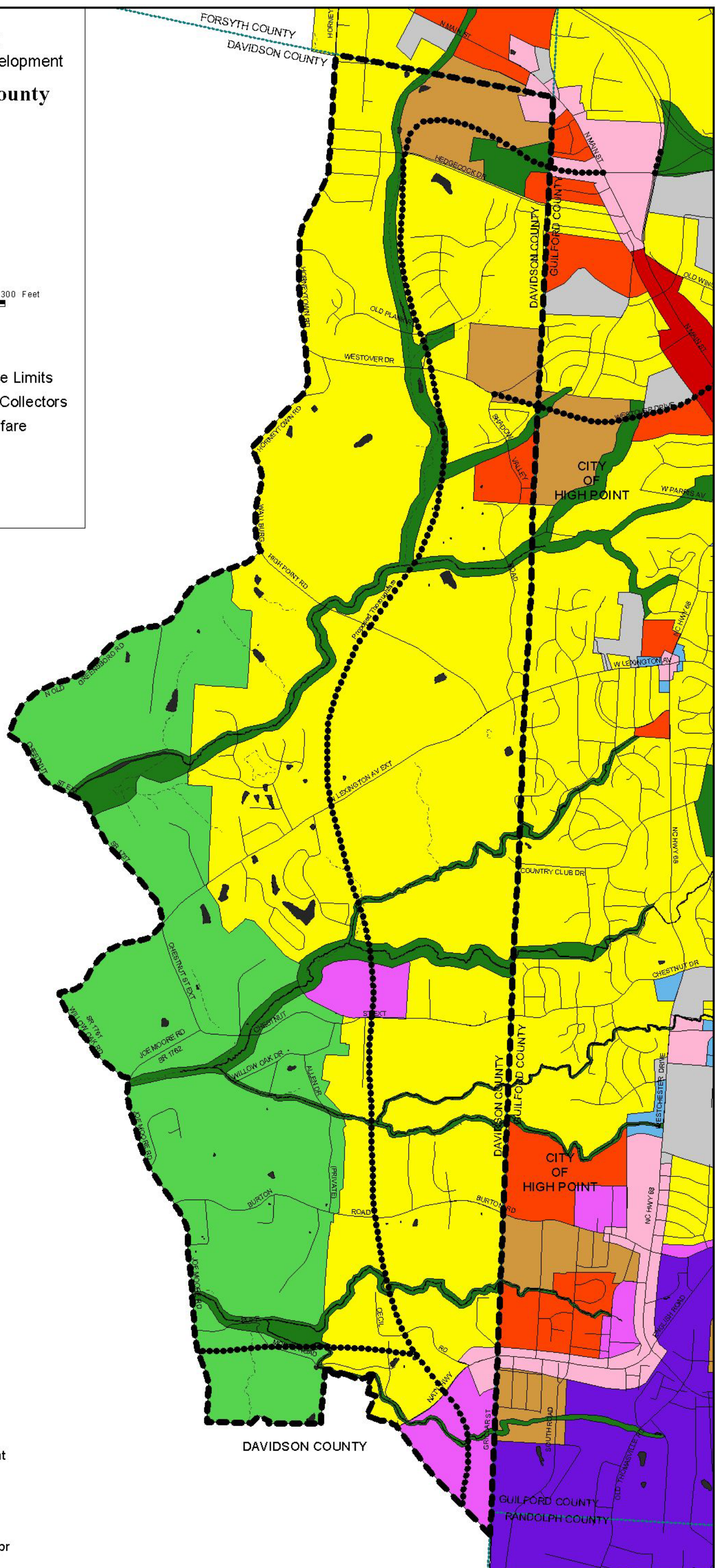
## LANDUSE CLASSIFICATIONS

- |   |                          |
|---|--------------------------|
|  | RES. LOW-DENSITY         |
|  | RES. MODERATE-DENSITY    |
|  | RES. MEDIUM-DENSITY      |
|  | OFFICE                   |
|  | LOCAL/CONVENIENCE COMM.  |
|  | COMMUNITY/REGIONAL COMM. |
|  | INDUSTRIAL LIGHT         |
|  | INDUSTRIAL HEAVY         |
|  | INSTITUTIONAL            |
|  | RECREATION/OPEN SPACE    |
|  | FUTURE GROWTH            |



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with consideration for the land's environmental and historic resources, physical constraints and the development's compatibility with the area. Greater consideration will be given to residential development proposals that capably meet the following guidelines:

- **Environmental and Historic Resources:** Development proposals that include greater measures to preserve, protect and enhance the site's environmental and historic resources.
  - **Physical Constraints:** Proposed developments on sites with significant physical constraints, such as steep slopes, rock, streams and flood plains that take meaningful measures to fully preserve and enhance these features.
  - **Compatibility:** Development proposals that offer significant design features to ensure compatibility with neighboring developments.
- **Density:** As shown on the Land Use Map, the large majority of the annexation agreement area is designated as Low Density Residential, which allows residential development from zero to five dwelling units per acre. It is expected that due to development site physical constraints, environmental concerns and the plan's development standards, most developments within areas designated as Low Density Residential will average around the mid-point of that range, particularly for single-family detached developments.

Those developments in the upper end of the range should be designed with special attention paid to the potential for intrusion on neighboring residential uses. Enhanced vegetative buffers, the preservation of existing trees, increased setbacks and the use of terrain as a screening device are some of the measures that could be used to protect adjacent uses.

Regardless of the land use classification, the appropriateness of higher density development within a land use classification for a specific property shall be based upon the development proposal's compliance with the following guidelines:

- **Proximity to Commercial Development, Parks and Recreation Facilities and Corporate Limits:** Higher density development should occur in close proximity to commercial development, to parks and recreation facilities, and to developments in the city's existing corporate limits, particularly those with similar densities.
- **Adequate Public Facilities:** Essential public facilities shall be available and adequate to serve the proposed density of the development.



- **Access to Major Thoroughfares:** Higher density development should occur on properties with direct access to and frontage on major thoroughfares, preferably no further than ½ mile from the intersection of another thoroughfare.
- **Amenities:** Higher density development should provide substantial amenities, such as useable and functional common area open space, greenways, and recreation facilities.
- **Site Design:** Housing should be grouped and clustered away from roadway corridors and incompatible developments and located to avoid environmentally sensitive areas, historic resources, parks and recreation space and open space in order to preserve and protect such lands. Where clustering occurs, clusters should be small, and separated by common area open space. The number of residential units in the development with direct access to open space should be maximized.

### ***commercial development***

The predominate land use for the study area is residential development. However, it is anticipated that with future residential development there will be demand for local commercial services. Rather than designate specific areas with a commercial land use classification, the following guidelines are established to guide the location of local commercial services in the area.

- ❑ **Location:** Local commercial development should be located at the intersection of a major thoroughfare and another thoroughfare street. Alternatively, commercial uses may be incorporated in large residential planned unit developments with development standards that ensure compatibility with residential development. Regardless, commercial development should be compact in form and not be allowed to extend in a strip-like fashion along a road frontage.
- ❑ **Type:** Commercial uses should consist of neighborhood and convenience commercial uses that are intended to serve the local area and surrounding neighborhoods. Large commercial uses that are intended to serve the entire community or region are not allowed, except where the Land Use Map designates land as Community/Regional Commercial.
- ❑ **Size:** Commercial development should be compact to minimize its impact and to limit the service area.
- ❑ **Development Standards:** Commercial development proposals should contain specific design and development standards to ensure compatibility with the area and surrounding neighborhoods. At a minimum, these higher standards should

control building and site design, signage, exterior lighting, and landscaping. Examples of development standards include the following:

- Roofs of all buildings should be pitched. Mansard roofs are not an acceptable substitute.
- Brick, stone or similar construction materials should be used, with no metal siding allowed.
- All free-standing signs should be of the monument type, and wall signs should be in keeping with the scale of the building.
- Outside lighting should be of low intensity and should not use tall light standards. All lighting should be directed toward the ground and away from residential uses.
- Substantial landscaped buffers should be provided and erosion strictly controlled during construction.
- The design should consider and reflect the surrounding architecture and be of compatible height, mass and construction materials.
- Development should be compact, with parking and any fuel pumps located to the rear of the building.
- All entrance/exit doors should be at ground level.

### ***development compatibility***

The compatibility of a proposed development with adjoining developments is determined by the way the proposed development deals with certain factors. It does not mean that development type must be exactly the same. The following factors should be addressed when considering the compatibility of development proposals: the size, scale and mass of proposed buildings; location, orientation and separation of proposed buildings; building architecture; vehicular access; parking; exterior lighting; landscaping; signage; **hours of operation** and the location of other site appurtenances.

### ***non-contiguous development***

New development that is not contiguous to the city should occur in an orderly and efficient manner, and be consistent with the city's plans for community facilities to serve the development. Non-contiguous development should occur in close proximity to existing development and where additional public investments and urban service costs can be minimized.

### ***development size***

Development should occur on property of a sufficient size to preserve and protect environmental and historic resources, to ensure development compatibility, to mitigate its impact on transportation and community facilities, and to meet the policies of this plan. Therefore, the development of larger-scale parcels is encouraged and land assemblage may be necessary to ensure adherence to the plan.

### ***property values***

All developments shall be designed in a way that preserves and protects property values in the area and of adjoining properties.

### ***farmland***

New residential development in the midst of productive farmland can lead to conflicts between the new non-farm residents and farmers and their operations. Residential development located next to bona fide farms should provide adequate buffers to help guard the integrity of the farm operation. In addition, prospective residents of these developments should be notified that a working farm is nearby through a disclosure statement on the subdivision plat.

### ***roadway corridor appearance***

Development along existing roadway corridors in the study area should not detract from the corridor's appearance, but rather it should enhance the roadway's visual appearance.

- ❑ **Trees:** Existing stands of trees along the street frontage of new developments should be preserved and incorporated into the development's design. Every effort should be made especially to preserve healthy older hardwood trees. Where there are no existing trees, the new trees, shrubs and other landscape materials should be planted to maintain and enhance the corridor's appearance.
- ❑ **Setbacks:** New buildings and structures should be set back a sufficient distance from the street right-of-way so as not to crowd or detract from the corridor's character.
- ❑ **Fences:** A new development should establish a common design for fences, walls or similar barriers that are erected along the street frontage of the development. These barriers should be of a uniform design and appearance, and should be set back from the street right-of-way so as not to establish a crowded or cluttered appearance.
- ❑ **Signs:** Signage, including lighting, should be designed to be compatible with the development and the surrounding area. Signs should not crowd or clutter the

corridor, should be limited in number and should be set back from the street right-of-way.

- ❑ **Transportation Improvement Projects:** The visual impacts of road widening projects should be mitigated through the preservation of existing vegetation and the planting of additional landscape material.
- ❑ **Scenic Corridors:** Davidson County should establish zoning overlay regulations along West Lexington Avenue and Wallburg-High Point Road to protect the corridors' appearance. High Point should work closely with and support the county in this effort.

### ***westside thoroughfare***

Special attention to land use patterns will be necessary around intersections with the proposed Westside Thoroughfare. However, at the time of this study, the Westside Thoroughfare corridor has not been officially established. Therefore, it is somewhat premature to take the roadway's impact on land use at intersections into consideration. Once an official corridor has been established by the NC DOT and prior to the thoroughfare's completion, this plan should be revised to review, at a minimum, the roadway's impact on land use at the thoroughfare's intersections. Additionally, NC DOT should avoid existing neighborhoods and developments when determining the roadway's location.

## **Environment**

The environment goal advocates development that takes advantage of the form, shape and conditions found on development sites so that open space, natural areas and environmental quality are maintained. Objectives include using low impact development techniques, preserving environmental amenities, and investigating ways to protect water quality. The following environment policies were devised with the goal and objectives in mind.

### ***land disturbance***

Development should minimize land disturbance by fully utilizing areas of a site that are already disturbed. Wherever possible, development should be designed to use the land's existing topography in constructing streets and buildings. Existing city street standards should be examined to see if they contribute unnecessarily to land disturbance. Slab-on-grade construction should be avoided on slopes of 15% or more in detached, single-family housing development. In some cases, slopes approaching 15% grade should be preserved. Developments shall be designed to avoid environmentally sensitive areas, streams and significant stands of forest, and should not pose any known negative impact on such natural features of the site. Greater consideration will be given to developments that restore and enhance natural features damaged by prior site activities.

### ***environmentally sensitive areas***

Developments should preserve all wetlands, floodplains, steep slopes and other environmentally sensitive areas and should utilize the existing physical features of the land in the development's design. Construction in a floodplain should be discouraged. Development on lands with a significant amount of environmentally sensitive areas should be limited in intensity.

### ***open space***

Common area open space should be designed into all residential developments. In addition to the inherently unbuildable areas, such as wetlands, floodplains and steep slopes, a development's open space should consist of higher quality lands such as woodlands, pastures and meadows. Such open space needs to be usable, preferably with some type of recreational purpose. If possible, open space should be configured so that it becomes a part of an area-wide network of interconnected open spaces.

### ***stream protection***

All intermittent and perennial streams should be protected by preserving and not disturbing vegetation within a minimum 50-foot distance of the stream, except for necessary streets and utility crossings.

### ***tree protection***

Trees along existing roadway corridors and significant stands of trees on new development sites should be preserved and incorporated within the development's design. Special care should be exercised to preserve healthy, older hardwood trees. Where trees cannot be preserved, significant plantings of trees should be preserved along abutting streets, along streets within the development and within common areas of the development.

### ***environmental planning***

Emphasis should be placed on preserving and enhancing environmental resources through a systematic approach, such as the preservation of interconnected wetlands and streams, rather than through a piecemeal approach. The city should develop an open space plan to target important environmental features for preservation.

## **Transportation**

The intent of the transportation goal is to achieve a road system that not only meets traffic needs, but is also aesthetically pleasing and respectful of the area's rural character. The

objectives discuss landscaping, preserving vegetation and the employment of alternative transportation modes. The transportation policies are listed below.

### ***street construction***

New streets should be constructed to city standards.

### ***street access***

New development access should be limited and controlled to lessen congestion and impact on existing streets, as well as to minimize the potential for vehicular conflicts. Access should be limited through establishing a minimum distance between access points, shared access and larger-scale development parcels.

### ***street connectivity***

As an additional measure to lessen congestion and impacts on existing streets, new developments should connect with existing streets and provide stub streets to adjacent land to allow for future street connections when those lands are developed. However, the need for street connectivity should be balanced with the need to protect established residential neighborhoods.

### ***pedestrian access***

Sidewalks and other pedestrian facilities should be provided along major roadways to connect with pedestrian generators such as schools, shopping and recreation facilities. Pedestrian access between residential developments is encouraged.

### ***bike lanes***

Bicycle lanes should be added to major thoroughfares when they are reconstructed.

### ***transit***

Where transit service exists or is contemplated in the city's transit plan, amenities accommodating transit service should be provided in large-scale developments to facilitate and encourage its use.

### ***widening west lexington ave. and wallburg-high point rd.***

The High Point Metropolitan Planning Organization and other responsible entities should be urged to facilitate the widening of West Lexington Ave. and Wallburg-High Point Rd. to accommodate growing traffic.

## **Public Facilities**

The public facilities goal acknowledges the need to provide these facilities in a timely and equitable fashion. The objectives highlight funding, cooperative agreements, coordinating school construction with residential development, and utility capacity. An additional objective is to find ways to minimize odors from the Westside Wastewater Treatment Plant. The resulting policies follow.

### ***adequate public facilities***

In considering voluntary annexations, the city shall ensure the availability of essential public facilities—water, sewer, solid waste removal, transportation and police protection—to support the development and the expansion of the urban area.

### ***fire protection***

The city should continue to cooperate with the rural fire districts and conclude mutually advantageous agreements where warranted.

### ***parks and recreation***

A recreation needs study of the area should be conducted, and the city should provide both active recreation areas, like ball fields, and passive recreation areas, like greenways, in a timely fashion based on the results of the study. Larger-scale residential developments should provide some recreation amenities, and Davidson County should cooperate with the city in providing park sites as does Guilford County.

### ***westside wastewater treatment plant***

The city should continue to investigate and install the most effective methods for controlling objectionable odors and to prevent discharges caused by flooding.

### ***schools***

The Davidson County School Board and the Davidson County Board of Commissioners should work closely together to ensure adequate school facilities are available. The city should offer cooperation in this effort and strongly support it. This cooperation should include notifying the Davidson County Planning and Zoning Department and Davidson County Schools regarding proposed development and considering their analysis of the potential impact.

## **Plan Implementation**

High Point's annexation agreement with Thomasville and Davidson County provides for both involuntary and voluntary annexations. However, the city undertakes involuntary annexation only under rare circumstances. One example would be when the city has a significant presence in a particular area, is already providing urban services to the area, and there remain only small parcels that are not within the city. Involuntary annexations also must follow strict state requirements. Annexation normally occurs when property owners desire to develop their property at an urban scale and require city water, sewer and other urban services. If the city determines that annexation is feasible, an annexation request accompanies an application to zone the property to an appropriate High Point zoning district.

To implement the policies in this plan, most zoning applications in the annexation agreement area should be in the form of a conditional use zoning with a conditional use permit specifying measures ensuring environmental protection, neighborhood compatibility and good site design, as well as transportation requirements. In addition, the following should occur. All except the first and second would require revisions to the city's Development Ordinance:

- ❑ An open space and recreation needs study should be conducted.
- ❑ Larger scale developments, especially those proposing a mix of densities or uses, should use the Planned Unit Development District regulations.
- ❑ The subdivision regulations should be amended to require farmland disclosure on plats; to better protect open space in all developments; and to provide for usable recreational open space in residential developments.
- ❑ A zoning sketch plan requirement should be considered to ensure that developments meet the policies of this plan.
- ❑ In order to facilitate quality development, a set of developer incentives should be devised including features like density bonuses in return for greenway construction and open space provision.
- ❑ Provisions and incentives should be considered to achieve a higher level of on-site tree preservation.
- ❑ Stream buffers for non-drinking water watersheds should be established.
- ❑ Steep slopes should be defined and standards for their protection should be devised.



- ❑ Finally, the city's cluster development regulations should be revisited in an effort to make them better accomplish their objectives, including the protection of open space.

Implementation of the Northeast Davidson Area Plan requires not only the commitment of City Council, the Planning and Zoning Commission and High Point staff, but also the support of the development community and the general public. While the plan is intended to be a flexible document that recognizes change, achieving the plan's goals and objectives and adhering to its policies will lead to coordinated and efficient growth, resulting in the best use of public expenditures.

## **Using the Plan**

Corridor plans and small-area plans like this one amend High Point's adopted Land Use Plan. As such, the Northeast Davidson Area Plan will be used by staff, the Planning and Zoning Commission and the City Council in evaluating development proposals and requests for rezoning. The plan should also be used by city departments in determining demand for future services and capital improvements. To the extent that the plan receives broad public and private support, it can provide certainty as to the type of development that will likely occur in a specific area. This certainty contributes to more informed investment decisions and the continued stability of developed areas.

Unlike the Land Use Plan, small-area plans do not include a periodic review schedule. Instead, because they are amendments to the Land Use Plan, their goals, objectives and policies are in effect evaluated and modified when necessary either as a part of a Minor Review or Major Five-year Review of the Land Use Plan.

## **Appendix I**

# **Background Report**

### **Introduction**

Northeast Davidson County is mainly an area of agricultural and undeveloped land with intermittently located residential subdivisions and single-family residences along road frontages. There are two main commercial areas, a few scattered local businesses and a few industrial uses. There are also scattered public/institutional uses including churches, schools and utilities. In the last 10 years the area has been experiencing growth pressures and these pressures have been increasing in recent years. Recent annexations to the City of High Point of residential subdivisions, such as Laurel Oak Ranch, illustrate this trend and there is continuing interest in residential development in the area. Added growth pressure is likely to occur with the development of a Federal Express regional hub at Piedmont Triad International Airport. With this hub, northern High Point (the primary direction of the city's recent growth) could become less desirable for residential development due to noise impacts and the increased demand for industrial land to take advantage of the hub. Furthermore, the City's ability to grow to the east and south is limited by existing incorporated municipalities and the restrictions the new Randleman reservoir places on development and densities southeast of the City. Thus, these factors make the Northeast Davidson County area more desirable for residential development and associated service needs as the City of High Point continues to grow.

This background report is the first step in the area study process. This report will provide an understanding of existing conditions and preliminary issues in the study area. In the next step, the Northeast Davidson County area will be analyzed by the Northeast Davidson County Area Plan Advisory Committee to determine what should be planned for land use, transportation and community facilities to ensure orderly growth as development pressures continue.

### **The Planning Area**

The area to be studied (Map 1) encompasses about 30.5 square miles bounded by Highway 109 to the west, Davidson/Forsyth County line to the north, Davidson/Guilford County line to the east, and the common annexation line between High Point and Thomasville to the south extending west to Highway 109 south of an approximate location of the proposed Highway 109-Business 85 Connector. The 1992 Northeast Davidson County Development Assessment was the precursor for an annexation agreement between the City of High Point, City of Thomasville and Davidson County, which is effective from January 1, 1993 to January 1, 2013. The agreement defines the areas for which each city may annex within the time period. The annexation area only covered a portion of the area examined in the 1992 Assessment. This planning effort will consider the same area as in the 1992 Assessment with an adjustment to the southern boundary excluding the City of Thomasville and its annexation area. Although the study will encompass the 30.5 square mile area as noted on Map 1, the main concentration of the

study will be on the 9.0 square miles within the High Point annexation area per the 1993 agreement (see Map 1).

### Demographic/Housing Analysis

As stated earlier, Northeast Davidson County is growing. Table 1 shows selected population and housing characteristics for the Census years 1990 and 2000. The study area grew in population by 22.6% in the 10-year period while the annexation area grew at a slightly higher rate of 30.2%. This illustrates that in general the area as a whole is growing. The population in the incorporated portions of High Point within the study area has more than doubled in the same 10-year period. This 146.9% increase in population is attributed to new development that was annexed into the City. While the overall population of the study area grew by 22.6%, those persons under 18 and 65 and older increased by 26.8% and 29.8% respectively. This illustrates a potential increase in the need for schools as well as services such as public transportation, health care, recreation and other services.

**Table 1**  
**Selected Population and Housing Characteristics**

<b>Characteristics</b>	<b>1990</b>	<b>2000</b>	<b>% Change</b>
Population			
Study Area	6594	8082	22.6
Annexation Area	2442	3180	30.2
High Point City	471	1163	146.9
Age (study area)			
Under 18	1505	1909	26.8
65 and older	759	985	29.8
Housing Units (study area)	2764	3348	21.1
Occupied Units	2537	3193	25.9
Owner Occupied Units	2076	2605	25.5
Renter Occupied Units	461	588	27.5
Average Household Size (study area)	2.60	2.53	-

Source: 1990 and 2000 US Bureau of the Census

Note: Data obtained by Census Tract/Block. In limited cases entire blocks were counted although only part of the block fell within the study area.

Further analysis of Table 1 shows an increase in housing units to house the increased population. Overall the number of housing units increased by 21.1%, while those occupied increased by 25.9%. Renter occupied units increased by a slightly higher rate than owner occupied units. This slightly higher rate is likely attributed to multifamily housing constructed and annexed into the City of High Point. About 95% of all housing units in the study area in 2000 were occupied and of those occupied units, approximately 82% were owner occupied and 18% renter occupied. It is important to note here that occupancy does not necessarily equate with housing type. Single family detached dwellings can be renter occupied and multifamily dwellings such as condominiums can be owner occupied. Table 1 also reflects a decrease in the average household size, which is a nationwide trend.

In general, Table 1 illustrates the trend of increasing growth in the area and the decreasing average household size. It also illustrates the potential needs of the population including schools, services, transportation and a variety of housing choices.

## **Existing Land Use**

As shown on Map 2, Northeast Davidson County is mainly an area of agricultural and undeveloped land with intermittently located single family residential subdivisions and single family residences along the road frontages. Limited multifamily uses exist and are within the city limits of High Point. There are two commercial areas (Highway 109 in Wallburg and National Highway) and a few scattered local businesses on Highway 109, West Lexington Avenue, Wallburg-High Point Road and Joe Moore Road. There are a few dispersed industrial uses including light manufacturing, concrete/paving, and salvage. Finally there are scattered public/institutional uses such as churches, fire stations, schools and utilities, and a few recreation facilities including the Piedmont Soccer Alliance facility on Hedgecock Road and golf courses.

**Table 2**  
**Existing Land Uses**  
**(Study Area)**

<b>Land Use</b>	<b>Acreage</b>	<b>Percent of Total</b>
Agricultural/Undeveloped	13,721	70.3
Residential	5,140	26.3
Commercial	66	0.3
Industrial	139	0.7
Public/Institutional	244	1.3
Recreation	220	1.1
<b>Total</b>	<b>19,530</b>	<b>100.00</b>

Table 2 illustrates that the predominant land use in the study area is agricultural/undeveloped consisting of approximately 70% of the land area. Residential land uses make up about one quarter of the land area within the study area. Commercial, industrial, public/institutional and recreation collectively only make up about 3.5% of the land area in the study area. It is anticipated that with continued growth pressures agricultural/undeveloped land will convert to residential use. With increased residential development needs will arise for more uses in the other land use categories, especially commercial, recreation and public/institutional.

## **Existing Zoning**

Map 3 illustrates the current zoning in the study area. Because most of the study area is unincorporated, the map shows both Davidson County and High Point zoning. When land is requested for annexation into the City of High Point, the applicant must rezone to an appropriate High Point zoning district.

Rural Agriculture is the predominate zoning district in the study area at this time with approximately 73% of the land area (RA-1 and RA-3) as illustrated in Table 3. Rural Agricultural Districts accommodate rural non-farm and farm operations and permit single family residences, mobile homes, two family residences, churches, golf courses, farm supply and livestock sales, utility facilities, schools, and other similar uses. Low Intensity Residential (RS) zoning makes up about 20% of the land area. This district provides for suburban residential development and permits single family dwellings, churches, schools, golf courses, some utilities, and similar uses, and does not permit as many uses as in the RA-1 and RA-3 Districts. The remaining zoning districts in the study area only occupy about 7% of the land area collectively.

As one would note, the predominate zoning in the study area equates with the predominate land use of the area. Most of the land that is being annexed into the City is being rezoned from Rural Agricultural RA-3 or Low Intensity Residential (RS) to one of the City's residential districts.

**Table 3**  
**Existing Zoning**

<b>Zoning District</b>	<b>Acreage</b>	<b>Percent of Total</b>
<i>Davidson County</i>		
Rural Agricultural (RA-1)	698	3.57
Rural Agricultural (RA-3)	13,474	68.99
Low Intensity Residential (RS)	3,968	20.32
Medium Density Residential (RM-1)	24	0.12
High Density Residential (RM-2)	4	0.02
Rural Commercial (RC)	29	0.15
Community Shopping (CS)	4	0.02
Office & Institutional (O/I)	79	0.41
Highway Commercial (HC)	32	0.16
Limited Industrial (LI)	147	0.75
Heavy Industrial (HI)	89	0.46
<i>City of High Point</i>		
Residential Single Family (RS-20)	5	0.03
Residential Single Family (RS-15)	316	1.62
Residential Single Family (RS-12)	133	0.68
Residential Multi-Family (RM-5)	28	0.14
Residential Multi-Family (RM-12)	85	0.44
Planned Unit Development Residential (PDR)	364	1.86
Public Institutional (PI)	40	0.20
General Business (GB)	2	0.01
Highway Business (HB)	9	0.05
<b>Total for Study Area</b>	<b>19,530</b>	<b>100</b>

## **1992 Northeast Davidson County Development Assessment**

In late 1992 the Northeast Davidson County Development Assessment was adopted. This joint effort between Davidson County, the City of Thomasville and the City of High Point examined public services and land use and made recommendations regarding future land use patterns, timing of development, and annexation and service agreements.

The 1993 annexation agreement was a key element that came out of the effort. The agreement defines the area for which the City of High Point may annex within the time period of the annexation agreement (January 1, 1993 to January 1, 2013) and establishes a common annexation line between Thomasville and High Point. The annexation area only covers a portion of the area examined in the 1992 Assessment and will be the main area of concentration in this current planning effort. The extent of High Point's annexation area is noted on Map 1. Where the City involuntarily annexes, the agreement spells out a three tiered approach providing for involuntary annexation to be phased over time. For voluntary annexation (by petition of the applicant), the tiers do not apply.

Recognizing growth needs as well as desires to maintain rural character, the 1992 Development Assessment called for an orderly and compact form of city growth. The land use plan recommendations classified the area into 13 land use categories as shown on Map 4A. Densities ranged from one to twelve dwelling units per acre depending on classification. Higher density residential and most commercial and industrial uses were recommended in and near the city limits of High Point and Thomasville. The immediate Wallburg community was also recommended for commercial use. Public/Institutional uses were recommended selectively throughout the study area and mainly identified existing uses. Flood plains were recommended for recreational/open space use to allow them to remain in their natural state. The construction of greenways could be considered within these areas. The majority of the study area outside the annexation area was recommended for agricultural/rural residential use (one dwelling unit per acre or less) as the result of the Thom-a-Lex/Lexington City Lake Watershed and the lack of sewer outfalls. Within the High Point annexation area and areas in and around Thomasville the plan called for a mix of land uses with residential being the predominate category. A good portion of these areas were identified for Suburban Residential use calling for single family detached units on individual lots of one to three dwelling units per acre.

## **2000 City of High Point Land Use Plan**

In April 2000, the City of High Point adopted a new Land Use Plan for the High Point Planning Area. Map 4 illustrates the land use plan for the annexation area in Davidson County.

**Table 4**  
**2000 Land Use Plan Designations**  
**(Annexation Area)**

<b>Land Use</b>	<b>Acreage</b>	<b>Percent of Total</b>
Low-Density Residential	3440	59.6
Moderate-Density Residential	110	1.9
Medium-Density Residential	115	2.0
Local/Convenience Commercial	33	0.6
Light Industrial	68	1.2
Institutional	11	0.2
Recreation/Open Space	435	7.6
Future Growth Area	1553	26.9
<b>Total</b>	<b>5,765</b>	<b>100</b>

As Table 4 shows, most of the land in the annexation area is designated for Low-Density Residential or is identified as a Future Growth Area. Low-Density Residential calls for primarily (but not exclusively) single family detached dwellings at densities up to five (5) units per acre and encompasses about 60% of the land area of the annexation area. Moderate- and Medium-Density Residential call for five (5) to eight (8) and eight (8) to sixteen (16) dwelling units per acre respectively and consist of a variety of dwelling types from single family to less intensive garden apartments. These higher density residential designations are identified in a few select areas along the Guilford County line and National Highway. Only a few locations are identified for Local/Convenience Commercial, Light Industrial and Institutional. Recreation/Open Space is identified along the streams.

The Future Growth Area, which encompasses about 27% of the annexation area, is a designation used for area that is not intended for development within the five-year timeframe of the adopted 2000 Land Use Plan. Reevaluation and reclassification can occur through the scheduled Major Five-year Review or the Plan amendment Minor Review process. Lands designated as Future Growth Area are either environmentally sensitive, rural subdivisions, agricultural and/or undeveloped areas lacking public water and sewer and other municipal facilities, infrastructure and services. Unless reclassified, Future Growth Areas are not to be approved for development by the City nor considered for annexation, extension of utilities or provision of other municipal facilities, infrastructure or services.

## **2002 Davidson County Land Development Plan**

In November 2001, Davidson County adopted the Davidson Forward, Davidson County Land Development Plan (effective January 15, 2002), that examined a number of development issues county-wide. Map 4 shows the Davidson County Land Development Strategy Map for that part of the study area outside the High Point annexation area.

North of Old Greensboro Road the area is designated as Preferred Rural/Agricultural Areas. These are areas of rural and agricultural preservation where urban services may not be available. Large lots are preferred with 40,000 square feet or more in watershed areas. South of Old Greensboro Road is designated as Area of Traditional or Greenspace Development. These are areas outside of major environmental constraints where urban services are likely available. Large lot suburban style development or greenspace style development (clustering homes leaving areas in natural state) is anticipated in these areas at densities equaling 30,000 square feet per dwelling unit. Finally, there are two locations of Preferred Conservation Areas that follow along streams. These are areas that should be left in a natural state due to flood plain, steep slopes and other environmental constraints, and where any development should be at low densities compatible with the environmental constraints.

The Plan identifies three Commercial Service Centers in and adjacent to the study area. These are areas providing commercial services and are located on NC Highway 109 at Gumtree (northwest corner of study area), in the Wallburg community, and along National Highway (southeast corner of the study area). National Highway is a large center offering an array of commercial services. The other two are smaller in scope and offer services such as gas stations, small stores and banks. Two Communities are identified in and adjacent to the study area: Wallburg and Hasty. These are unincorporated rural community centers that have community services such as churches, schools, fire stations and the like.

There are a number of growth and development policies established in the Plan covering economic development, transportation, utilities, development types, development standards, community facilities, agricultural, rural and historic preservation, community appearance, environmental considerations, planning coordination and fiscal considerations. Although the policies are not discussed here in this background report, they should be reviewed and considered as the Northeast Davidson County Area Plan Committee works through issues and formulates recommendations.

## **Transportation**

With continued growth pressures in Northeast Davidson County, transportation needs and concerns will arise as vehicular traffic increases. The North Carolina Department of Transportation traffic counts for 1999 are shown in Table 5. The State performs traffic counts based on a 24-hour period. The traffic counts in the study area are generally low in relation to the carrying capacity of the roads, but will increase with the increased residential development being seen in the area. Traffic counts provide information on traffic volumes, circulation and flow. An analysis of traffic count information provides data on the volume of traffic and the traffic impact on the existing road system. Thus, traffic counts are an important part in determining road improvement needs.



**Table 5**  
**Traffic Counts - NCDOT 1999**

<b>Location</b>	<b>1999</b>
Abbotts Creek Church Rd. just south of Wallburg-High Point Rd.	1600
Burton Rd. just east of Joe Moore Rd.	1700
Chestnut Dr. between Guilford Co. line and Willow Oak Rd.	1900
Horneytown Rd. south of Westover Dr.	4400
Joe Moore Rd. just south of Burton Rd.	3200
Mock Rd. just south of Wallburg-High Point Rd.	460
National Highway (NC 68) between Cecil Rd. and Guilford Co. line	15000
NC Highway 109 between Johnson Rd. and W. Lexington Ave.	6300
NC Highway 109 just north of Johnson Rd.	7600
NC Highway 109 just south of Burton Rd.	7400
Old Greensboro Rd. between Wallburg-High Point Rd. and Chestnut	3100
W. Lexington Ave. between NC Highway 109 and Old Greensboro Rd.	5100
W. Lexington Ave. just west of Chestnut Dr.	3100
W. Lexington Ave. just west of Wallburg-High Point Rd.	5700
Wallburg-High Point Rd. between Horneytown Rd. and Abbotts Creek Church Rd.	3700
Wallburg-High Point Rd. between W. Lexington Ave. and Old Greensboro Rd.	4400
Wallburg-High Point Rd. just east of NC Highway 109	2100
Westover Dr. east of Horneytown	2000
Willow Oak Rd. just west of Chestnut Dr.	3200

Source: NCDOT data obtained from High Point Transportation Department

Map 5 shows the road classifications in the study area. The major and minor thoroughfares are the main roads in the study area that route traffic within and through the area. These roads serve a transportation function beyond the study area and are all currently two-lane roads. The main east-west routes traversing the study area are West Lexington Avenue and Wallburg-High Point Road. These roads serve as main commuting routes into High Point and per Table 5 have traffic counts between 2,000-6,000 vehicles per day. The main north-south route is NC Highway 109 that borders the western edge of the study area and serves as a commuter route between Thomasville and Winston Salem. Traffic counts on this road range between 6,000-9,000 vehicles per day. (It is important to note that in 1990, as pointed out in the 2002 Davidson County Land Development Plan, a high percentage of the residents in the study area were commuting outside of Davidson County to work. The 2000 Census data is not yet available for comparison.) National Highway (NC 68) passes through the southeast corner of the study area and accommodates 15,000-20,000 vehicles per day. Roads identified as major or minor thoroughfares are roads that may be marked for improvements, such as road widening, when the need arises. Although the balance of the roads in the study area are unclassified, they fall within the collector and local street classifications.

The Northeast Davidson County area is within the transportation planning area of the High Point Urban Area Metropolitan Planning Organization (MPO). Map 5 shows the road improvement plans that are currently underway or are planned. There are two projects in the study area currently on the State's six year Transportation Improvement Plan (TIP) and in the funding cycle. The NC Highway 109 widening and relocation is a project to widen Highway 109 to a four-lane divided road. It is divided into sections and is in various stages of design, right-of-way acquisition and construction. The proposed Westside Thoroughfare, which is in an initial planning stage with an environmental impact study underway, is a needed new road to address growth needs. It will provide a main north-south route between High Point, Thomasville and Trinity and connect US 311 Bypass with Business 85 and I-85. The portion within the study area is presently anticipated to traverse the High Point annexation area. The location noted on Map 5 is based on a feasibility analysis and is preliminary. The ultimate location will not be known until the environmental impact study is complete. This study is not anticipated to be complete within the timeframe of the completion of this Northeast Davidson County Area Plan.

Map 5 also shows four other projects not on the TIP, but are either part of the 25-year Transportation Plan (Federally required) or the Thoroughfare Plan (State required). The planned NC Highway 109 Connector will follow along near the southern border of the study area and will connect NC Highway 109 with the Westside Thoroughfare and Business 85. The Intermediate Loop (connection of Westover Drive with Hartley Drive) is mainly outside the study area, but is important to circulation in the study area. This project is mainly development driven, although other efforts may be needed to fill in gaps to complete the project. The widening of West Lexington Avenue to multi-lanes is planned to address increased traffic with new development. The widening will be from Westchester Drive (NC 68) to the proposed Westside Thoroughfare. And finally, the widening of Wallburg-High Point Road from West Lexington Avenue to NC Highway 109 to at least three lanes is planned to address increased traffic as the result of residential development on this commuting route.

## **Community Facilities**

### *Water*

Water service is provided by Davidson Water Inc., the City of High Point or through private wells. As shown on Map 6, Davidson Water Inc., a private water cooperative, has water lines that distribute water from the Yadkin River in much of the study area. The lines range from one to twelve inches in diameter. The main routes are generally served with six to eight inch lines and most residential subdivisions are served with two to six inch lines. The City of High Point provides water service to those areas within the city limits, except as provided for in the water agreement between Davidson Water Inc. and the City of High Point. The City's water lines range from six to twelve inches in diameter, with the subdivisions mainly having six to eight inch lines. Present policy dictates that annexation is required to be served with High Point water service, and with water line extension and annexation, development can be served by the City's water system. In the case of Burton Oaks, Wynn Gate and Ridgeland Downs subdivisions, water is purchased from Davidson Water Inc. and provided through a master meter. The water lines

within these subdivisions are the City's. Although Hillside Trace subdivision (southern annexation area) is within the city limits, Davidson Water Inc. serves it.

In 1994 Davidson Water Inc. and the City of High Point entered into an agreement regarding the provision of water service, emergency water needs and extensions of City sewer in areas where Davidson Water Inc. provides water. The agreement established service areas in the annexation area where the City will provide water either from the City system or purchased from Davidson Water Inc. High Point's service area is generally north of Chestnut Drive, except an area west of Swansgate subdivision between Chestnut Drive and Old Greensboro Road. Further, the agreement establishes provisions concerning existing Davidson Water Inc. customers in the High Point service area, Davidson Water Inc. service in the southern part of the annexation area, and cost and billing related issues.

The City's main long-term water plan in the area is to have a twelve inch line from West Lexington Avenue along Wallburg-High Point Road, Horneytown Road, North Main and back into the city limits. At the present time the plan would be development driven. Thus, as requests for annexation and development come in along this route, the developer would put in the water line.

### *Sewage Disposal*

For most parts of the study area sewage disposal is provided by individual on lot sewage systems (septic tanks). Willow Creek subdivision treats its sewage with a private package plant. Areas within High Point are served by the City's sewer system. In a few cases sewer is provided to areas that are not in the city limits. These cases are limited and include some individual lots that went on the City system a number of years ago. The main areas that are on the High Point sewer system but not in the city limits are Ledford Downs subdivision and Ledford Middle School. Present policy dictates that annexation is required to be served with High Point sewer service, and with sewer line extension and annexation, development can be served by the City's sewer system.

Map 6 shows the sewer outfalls within the study area that lead by gravity flow to the Westside Wastewater Treatment Plant located at the terminus of West Burton Road. These outfalls follow along Rich Fork Creek, Kennedy Mill Creek and Payne Creek. The Westside Plant is owned and operated by the City of High Point and currently treats about 3.5 million gallons of wastewater per day (MGD). The capacity of the plant is 6.2 MGD.

The City's long-term sewer plans in the area are to upgrade the plant for nutrient removal, upgrade the plant capacity to 9.3 MGD, and to upgrade the outfalls. The upgrade of the plant is likely to be in a design phase next year with construction in following years. Upgrade of the outfalls is anticipated for 2008-2010.

### *Solid Waste Disposal*

In the unincorporated areas, private contractors collect and transport refuse to the County landfill, or it may be transported individually to a box site. Within the city limits, the City

collects refuse from residences and transports it to the City landfill. Refuse collection from commercial sites is collected by private contractors.

### *Fire and Police Protection*

The study area contains portions of three volunteer rural fire districts. The Hasty Fire District serves the southern part of the study area. The station is located at the corner of Joe Moore Road and Burton Road. The Horneytown Fire District serves the northeast portion of the study area. The station is located on Horneytown Road just north of the study area in Forsyth County. The Wallburg Fire District serves the northwestern portion of the study area. The station is located at the corner of NC Highway 109 and Georgetown Road. The fire stations are noted on Map 2. Of the three fire districts, Hasty and Horneytown Fire Districts serve the annexation area. The City's Fire Department serves areas located within the city limits of High Point.

As annexation occurs, a rural fire district loses service area, and thus tax base. Although State Statute addresses city responsibility regarding a rural fire district's capital debt, annexation may impact the fire district's operating budget and the ability to serve the remaining areas still within the district's service area.

Police protection is provided by the Davidson County Sheriff's Department for the unincorporated areas and by the City of High Point Police Department for the areas within the city limits.

### *Schools*

The study area is served by four Davidson County public schools as noted on Map 2. The elementary schools servicing the area are Hasty Elementary, on Hasty School Road south of the study area, and Wallburg Elementary, on Motsinger Road west of NC Highway 109. The middle school servicing the area is Ledford Middle School on NC Highway 109 at West Lexington Avenue. And finally, the high school servicing the area is Ledford Senior High School on Jesse Green Road west of the study area. There is one private school in the study area, Westchester Academy, located off Old Greensboro Road in the Willow Creek community.

### *Recreation*

There are not any public parks in the study area, but there are two golf courses and one soccer complex. The golf courses are the Willow Creek Golf Course at the Willow Creek community (a private course) and The Old Homeplace Golf Course along Harvey Teague Road (a public course). The Old Homeplace is mainly in Forsyth County. The Piedmont Soccer Alliance is currently constructing a facility on Hedgecock Road across from Laurel Oak Ranch subdivision. This is a regional facility serving 700 families in the area. The school sites may also offer recreation area.

## **Environmental Constraints**

### *Watershed*

There is one State designated water supply watershed in the study area as shown on Map 7. This watershed, Thom-a-Lex/Lexington City Lake Watershed, lies west and north of the ridgeline following Horneytown Road, Wallburg-High Point Road, Old Greensboro Road and West Lexington Avenue and is outside the annexation area. The watershed drains to Lexington City Lake supplying water to the cities of Lexington and Thomasville. Under State law, watersheds are subject to special development restrictions related to development type and the amount of impervious surface permitted.

### *Topography and Drainage*

Floodplain, shown on Map 4A (shown on the map as Recreational/Open space along the stream corridors), exists along the main streams that bisect the study area flowing in a southwesterly direction. Areas designated as 100-year floodplain by the Federal Emergency Management Agency have a one percent chance of flooding within any given year. Special provisions apply to land disturbing and development activity within floodplains. It is advisable not to build within flood areas.

The topography in the study area becomes steeper from north to south and steep slopes can be found adjacent to the streams and floodplains. Slopes exceeding 15% are found in the southern parts of the study area, while more a moderately sloping topography is in the northern part of the study area mainly in the watershed area. Steep slopes present a challenge with development activity, especially with standard subdivision designs. Areas of steep slopes lend better to arrangements that cluster development in areas most suited for it while leaving the balance of the property, the steep slopes, undisturbed. An analysis of the topography in the annexation area shows that the land ranges from moderate to very steep in slope. Steep slopes exist along streams and in drainage areas leading to the streams, and as with the entire study area, slopes become steeper from north to south.

## **Preliminary Issues**

### *Land Use*

- With a growing population, housing will need to be met. Housing type, location and density will need to be considered. As the population grows, services such as grocery stores and banks will be needed. Commercial uses serving the local population and their location will need to be considered.
- The rural nature of the study area is one of its attracting features. Efforts should be made to incorporate appropriate development design to retain the rural character of the area while still

permitting compatible development. How well the development relates to the land and what is seen from major roadways are two issues to examine.

#### *Transportation*

- Increasing population in the area has and will continue to impact the transportation system. Transportation improvements on main roadways will need to be considered and may include road widening or road relocation to address safety concerns.
- The location of the Westside Thoroughfare presents an interesting challenge for this planning effort, as the exact location of this new roadway is not currently known. This new north-south road will bisect the study area, most likely in or near the annexation area. Recommendations of the plan will need to factor in this new north-south route. Strategies for preserving potential right-of-way should be considered.

#### *Water and Sewer*

- The increase in population will increase water and sewer needs. Although the city can service new development annexed into the city, sewer upgrades and new water mains will be needed as currently planned. The future plans of Davidson Water Inc. and possible development limitations will need to be considered as some smaller water lines may pose issues with water pressure and needed fire flow.
- Opportunities for modified agreements between Davidson Water Inc. and the City of High Point may present themselves and could be considered by those entities.

#### *Public Facilities*

- As population increases, public facility needs will also increase. Such public facility needs may include new schools and fire stations. The study area lacks sufficient park and recreation sites, thus provisions for parks and recreation will need to be considered.
- As annexation occurs, it impacts the service area of fire districts and private solid waste disposal contractors. There are State Statutes regarding the city's responsibility in assuming capital debt of the rural fire districts and contracting with private solid waste disposal contractors. There may be opportunities for other types of agreements and arrangements. The feasibility of such could be examined by the City and the fire districts and private solid waste disposal contractors.

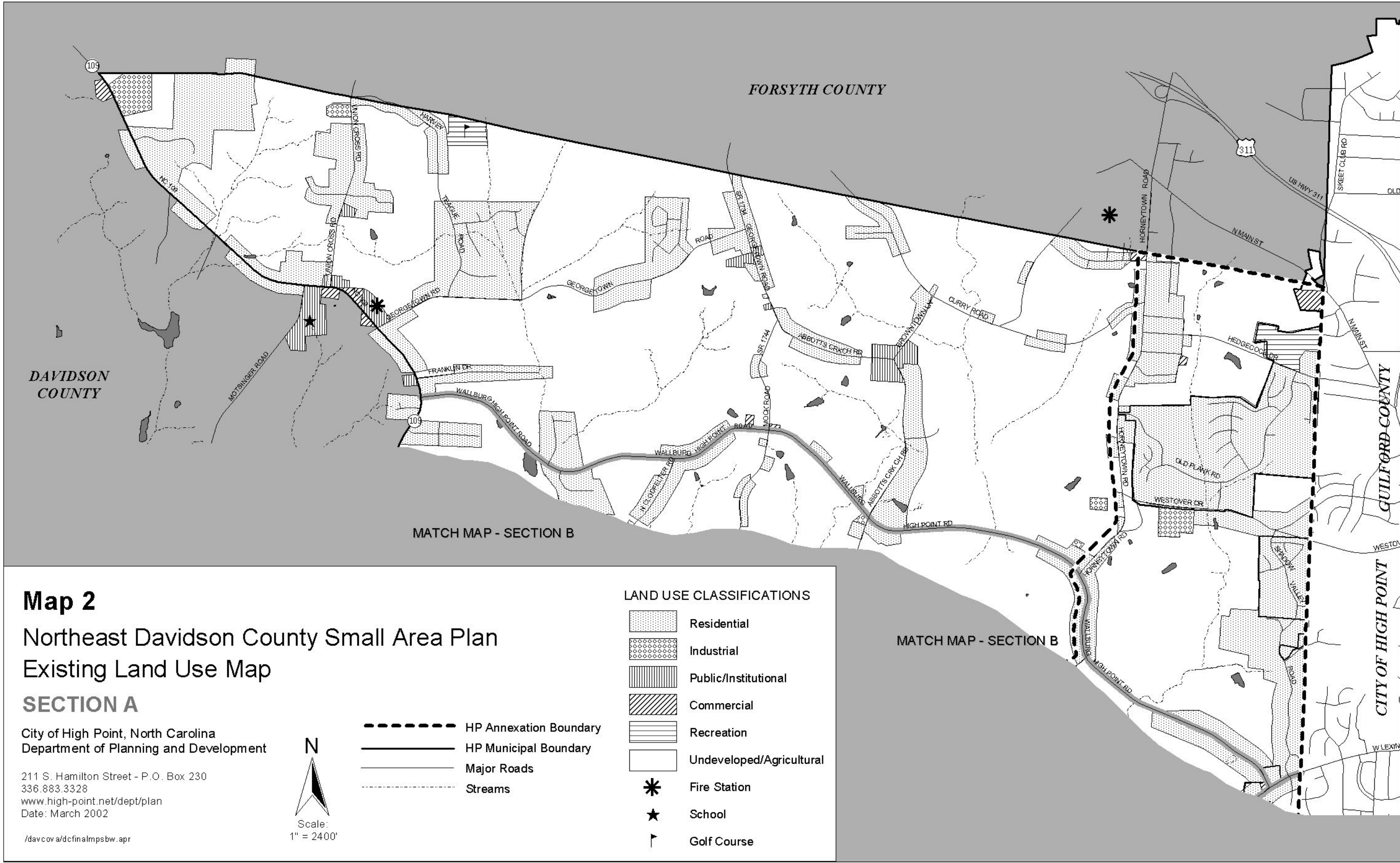
#### *Environmental*

- Given the presence of natural features such as steep slopes, streams, trees, watersheds and flood plains, preservation measures should be addressed. For example, identifying areas for open space, using alternative development types such as clustering, and applying new standards on development to enhance preservation.

#### *Sequencing of Development with Infrastructure*

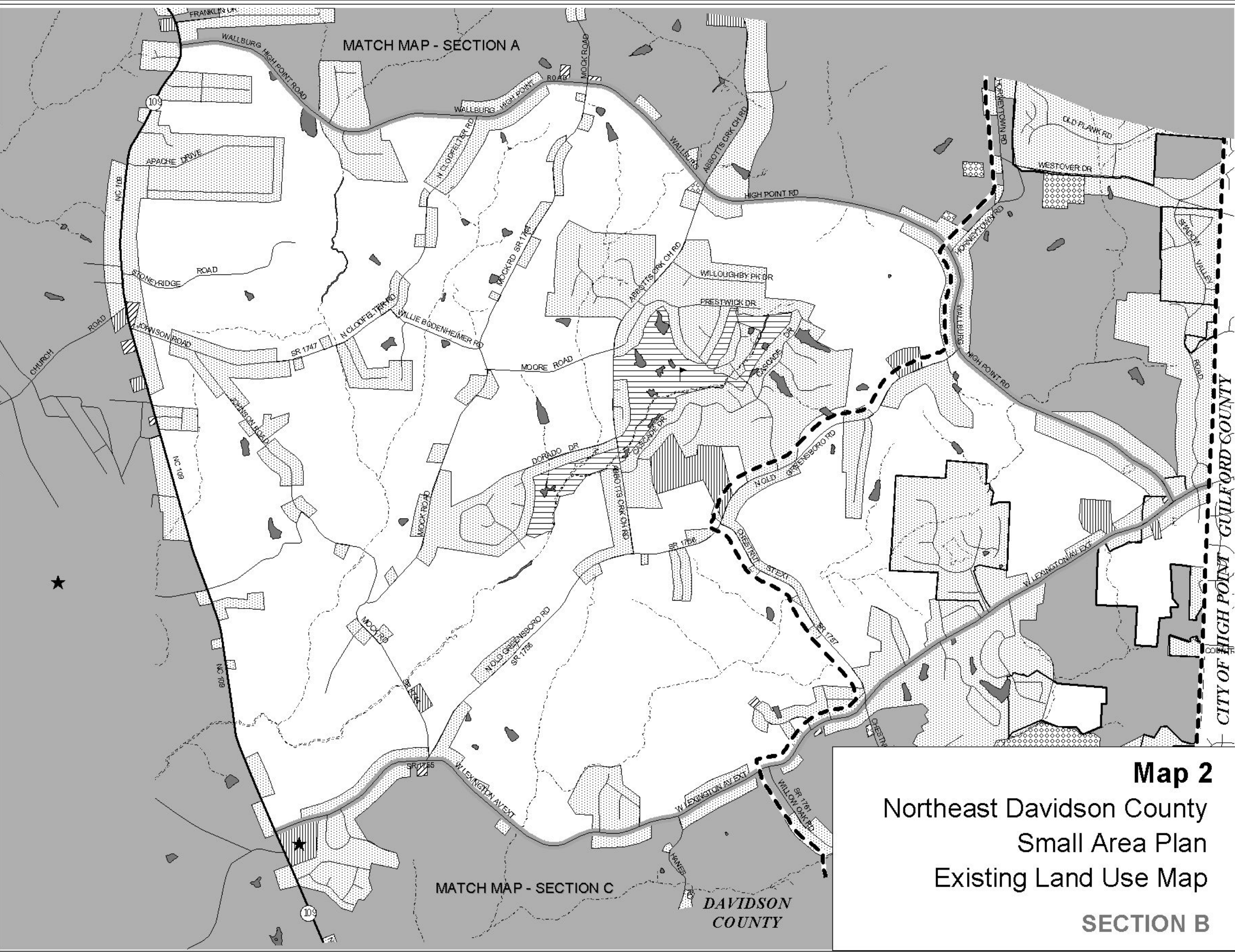
- As development and annexation occur, it should be sequenced appropriately with roads, utilities and other community facilities. The timing of development and annexation with infrastructure improvements will need to be considered.







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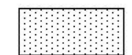


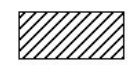
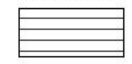



## Map 2





### Northeast Davidson County Small Area Plan Existing Land Use Map

#### SECTION C

#### LAND USE CLASSIFICATIONS

-  Residential
-  Industrial
-  Public/Institutional
-  Commercial
-  Recreation
-  Undeveloped/Agricultural

-  Fire Station
-  School
-  Golf Course

-  HP Annexation Boundary
-  HP Municipal Boundary
-  Major Roads
-  Streams

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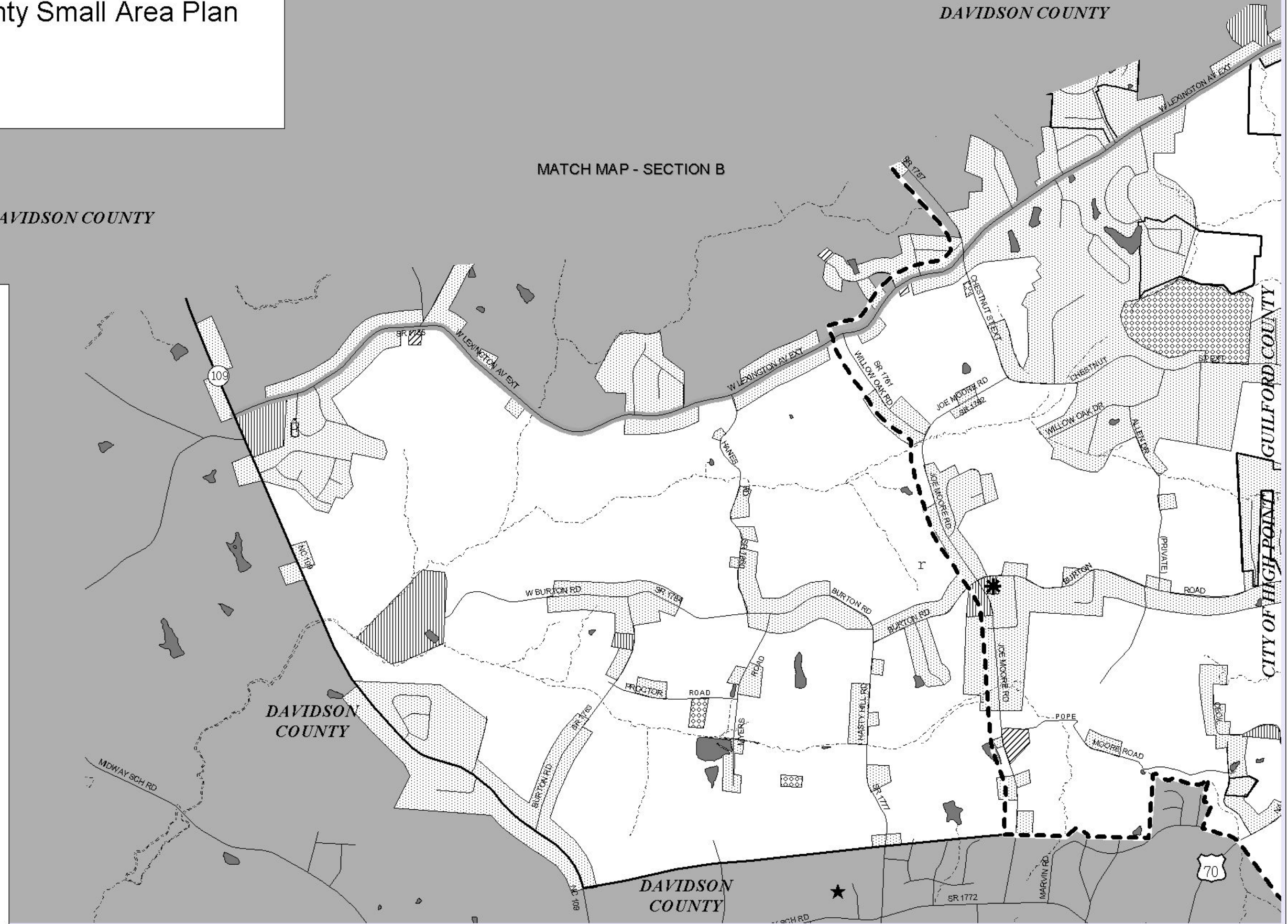


DAVIDSON COUNTY

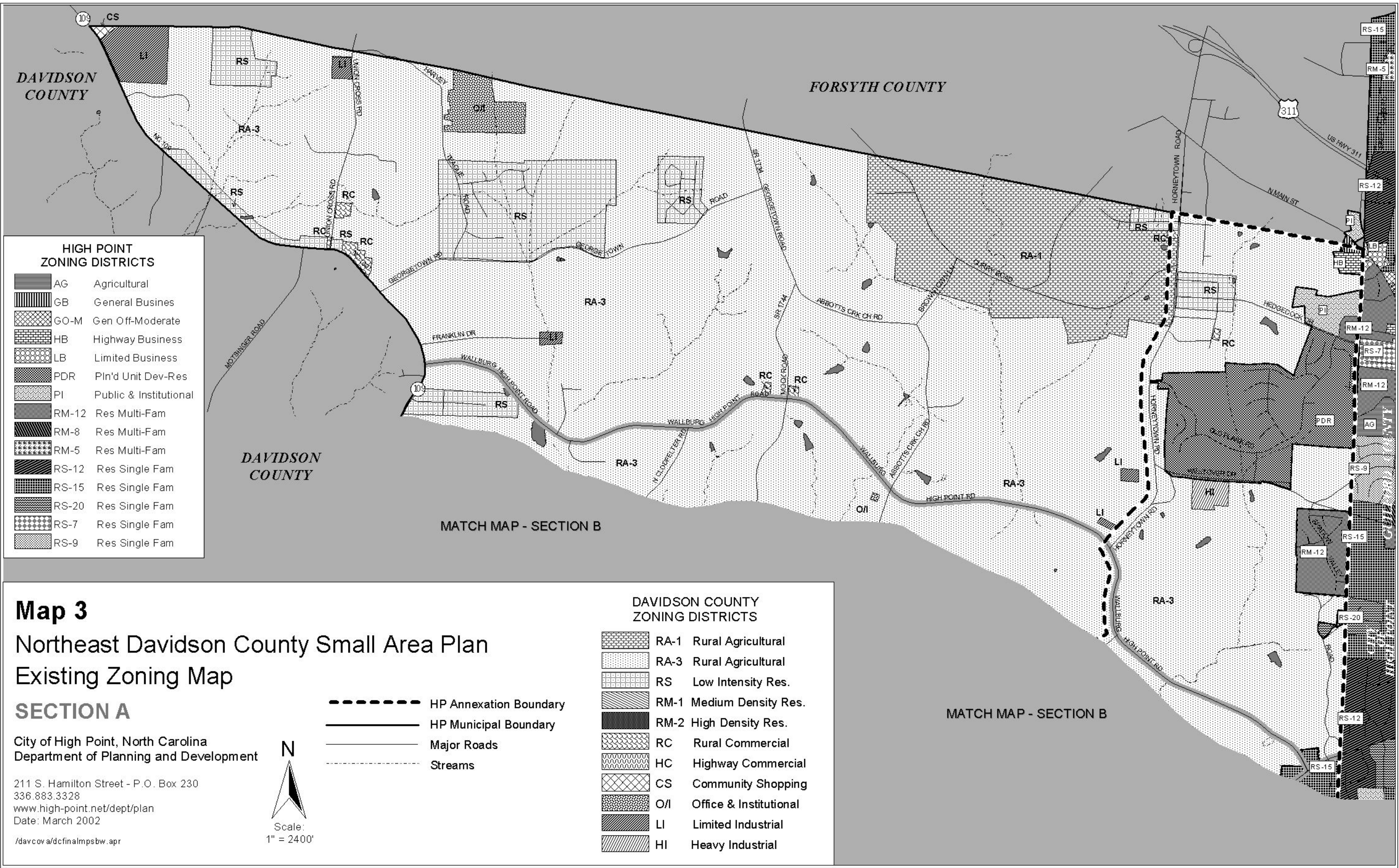
MATCH MAP - SECTION B

DAVIDSON COUNTY

CITY OF HIGH POINT  
GUILFORD COUNTY







- HIGH POINT ZONING DISTRICTS**
- AG Agricultural
  - GB General Business
  - GO-M Gen Off-Moderate
  - HB Highway Business
  - LB Limited Business
  - PDR Pln'd Unit Dev-Res
  - PI Public & Institutional
  - RM-12 Res Multi-Fam
  - RM-8 Res Multi-Fam
  - RM-5 Res Multi-Fam
  - RS-12 Res Single Fam
  - RS-15 Res Single Fam
  - RS-20 Res Single Fam
  - RS-7 Res Single Fam
  - RS-9 Res Single Fam

**Map 3**  
Northeast Davidson County Small Area Plan  
Existing Zoning Map

**SECTION A**

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- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- - - Streams

- DAVIDSON COUNTY ZONING DISTRICTS**
- RA-1 Rural Agricultural
  - RA-3 Rural Agricultural
  - RS Low Intensity Res.
  - RM-1 Medium Density Res.
  - RM-2 High Density Res.
  - RC Rural Commercial
  - HC Highway Commercial
  - CS Community Shopping
  - O/I Office & Institutional
  - LI Limited Industrial
  - HI Heavy Industrial



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- Area Plan Boundary
- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- Streams

HIGH POINT  
ZONING DISTRICTS

- AG Agricultural
- GB General Business
- GO-M Gen Off-Moderate
- HB Highway Business
- LB Limited Business
- PDR Pln'd Unit Dev-Res
- PI Public & Institutional
- RM-12 Res Multi-Fam
- RM-8 Res Multi-Fam
- RM-5 Res Multi-Fam
- RS-12 Res Single Fam
- RS-15 Res Single Fam
- RS-20 Res Single Fam
- RS-7 Res Single Fam
- RS-9 Res Single Fam

DAVIDSON COUNTY  
ZONING DISTRICTS

- RA-1 Rural Agricultural
- RA-3 Rural Agricultural
- RS Low Intensity Res.
- RM-1 Medium Density Res.
- RM-2 High Density Res.
- RC Rural Commercial
- HC Highway Commercial
- CS Community Shopping
- O/I Office & Institutional
- LI Limited Industrial
- HI Heavy Industrial

DAVIDSON  
COUNTY

DAVIDSON  
COUNTY

DAVIDSON  
COUNTY

MATCH MAP - SECTION A

MATCH MAP - SECTION C

Map 3

Northeast Davidson County  
Small Area Plan  
Existing Zoning Map

SECTION B








# Northeast Davidson County Small Area Plan Existing Zoning Map

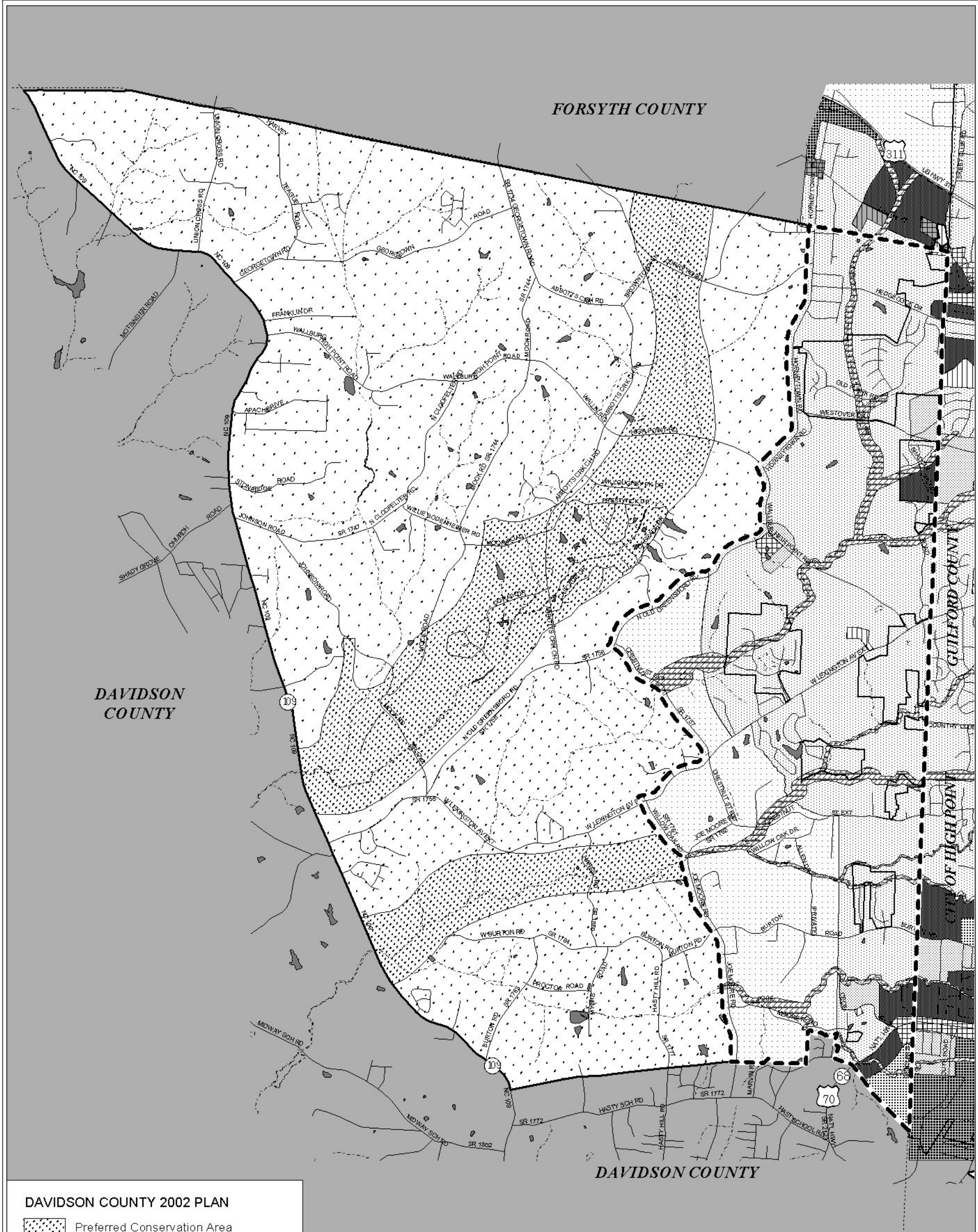
## DAVIDSON COUNTY

MATCH MAP - SECTION B

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Scale:  
1" = 2400'

-  Area Plan Boundary  
 HP Annexation Boundary  
 HP Municipal Boundary  
 Major Roads  
 Streams



DAVIDSON COUNTY 2002 PLAN

- Preferred Conservation Area
- Traditional/Greenspace Development
- Rural/Agricultural

HIGH POINT 2000 LAND USE PLAN

- Residential Low Density
- Residential Moderate Density
- Residential Medium Density
- Local/Convenience Commercial
- Light Industrial
- Heavy Industrial
- Institutional
- Recreation/Open Space
- Future Growth

- Area Plan Boundary
- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- Streams

N

Scale:  
1" = 3800'

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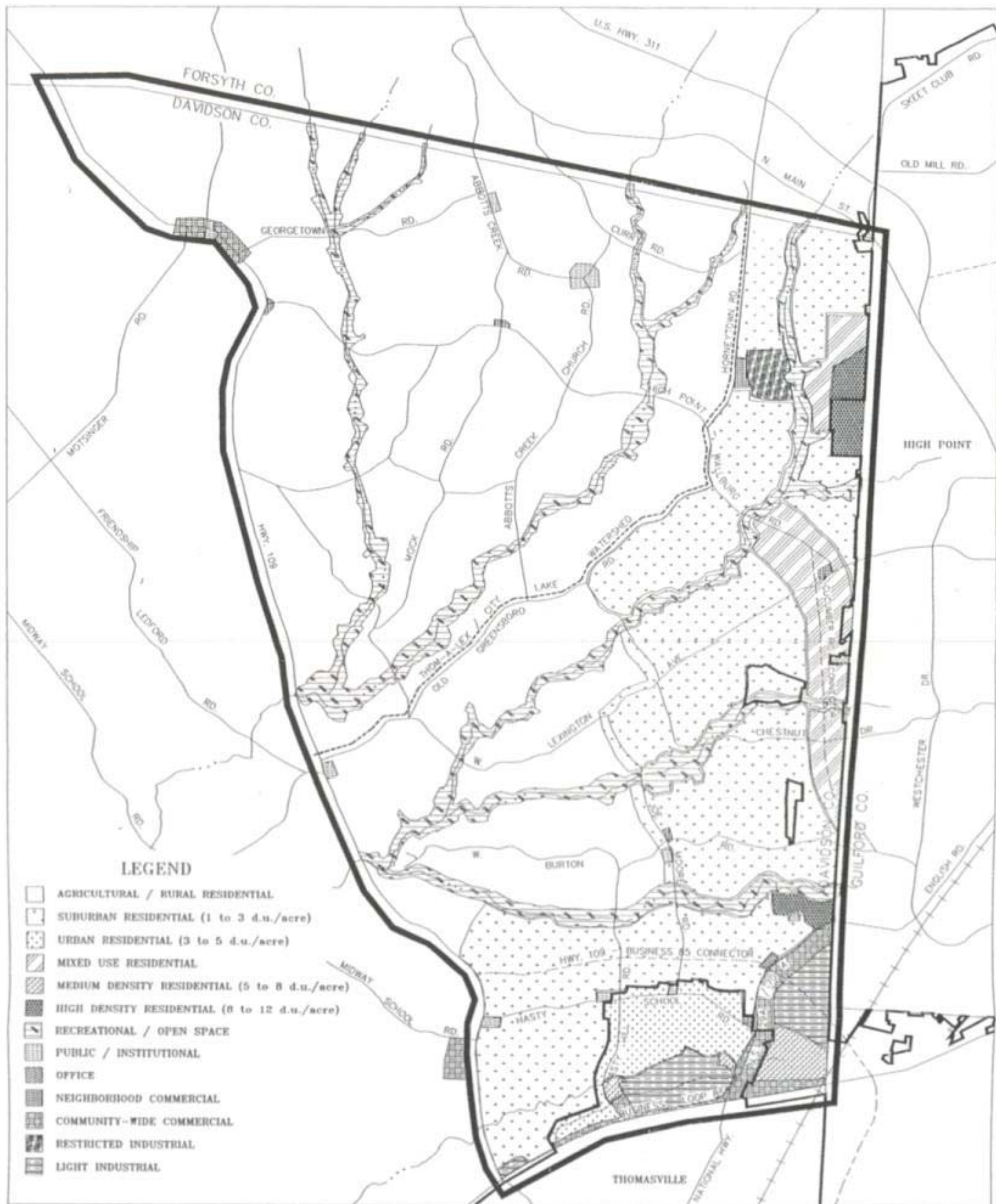


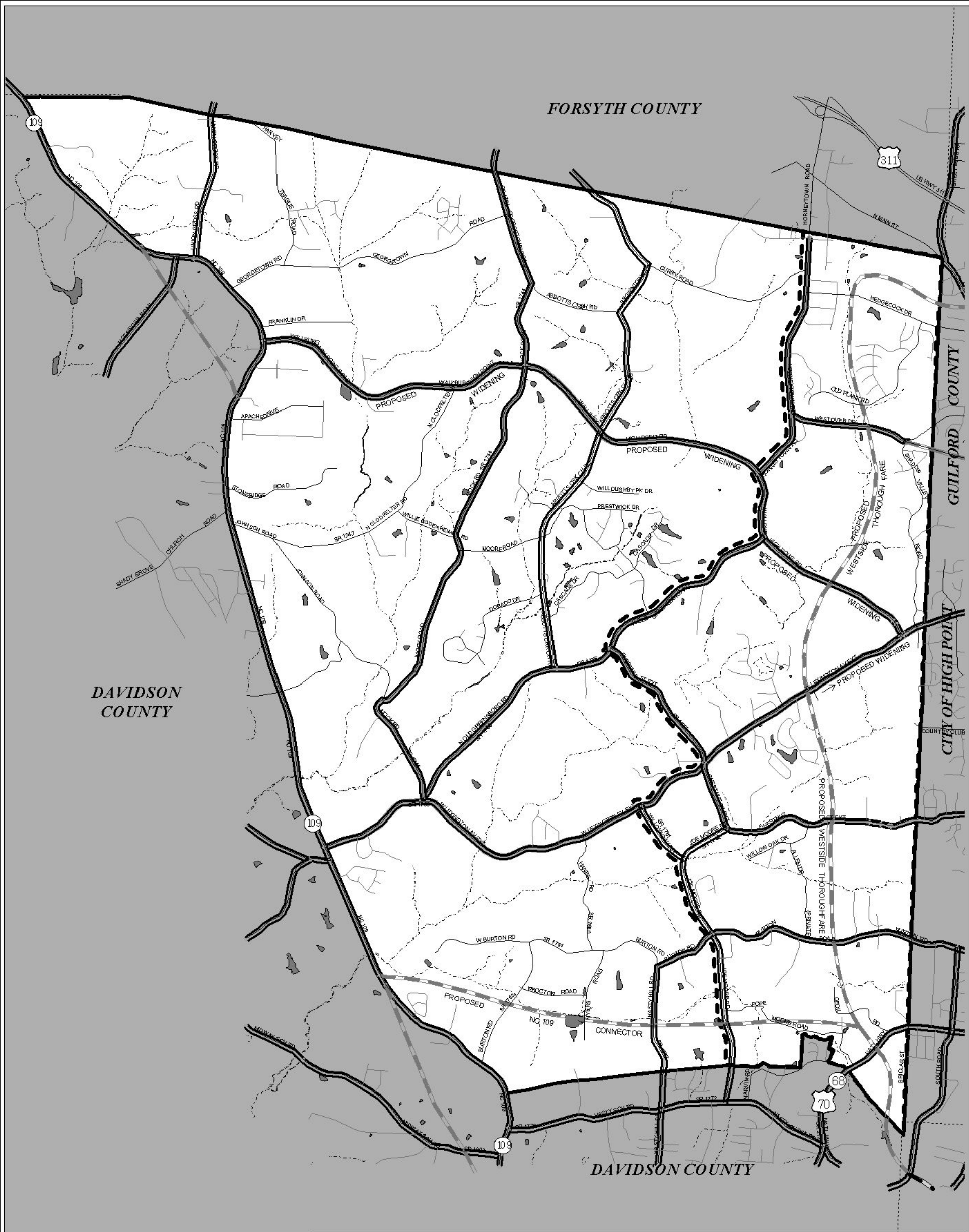
FIGURE III  
FUTURE LAND USE MAP  
MAP 4A

JOINT NORTHEAST DAVIDSON  
COUNTY STUDY COMMITTEE

MARCH 1992



1" = 4000'



## Map 5

# Northeast Davidson County Small Area Plan High Point Urbanized Area Thoroughfare Plan

### HIGH POINT URBANIZED AREA THOROUGHFARE PLAN

	Existing	Proposed
Major Thoroughfares		
Minor Thoroughfares		

	Area Plan Boundary
	HP Annexation Boundary
	HP Municipal Boundary
	Major Roads
	Streams

N



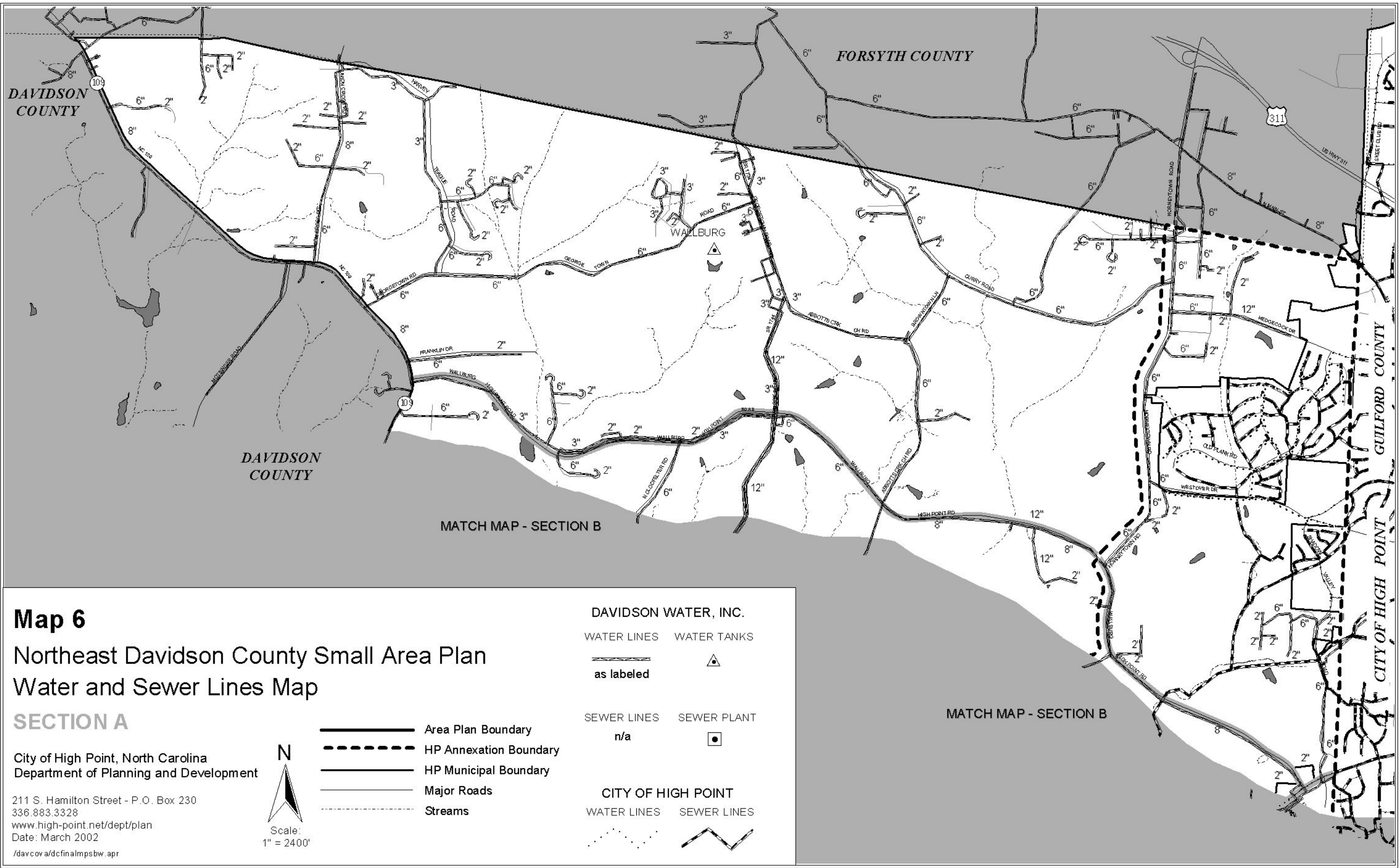
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**Map 6**  
Northeast Davidson County Small Area Plan  
Water and Sewer Lines Map

**SECTION A**

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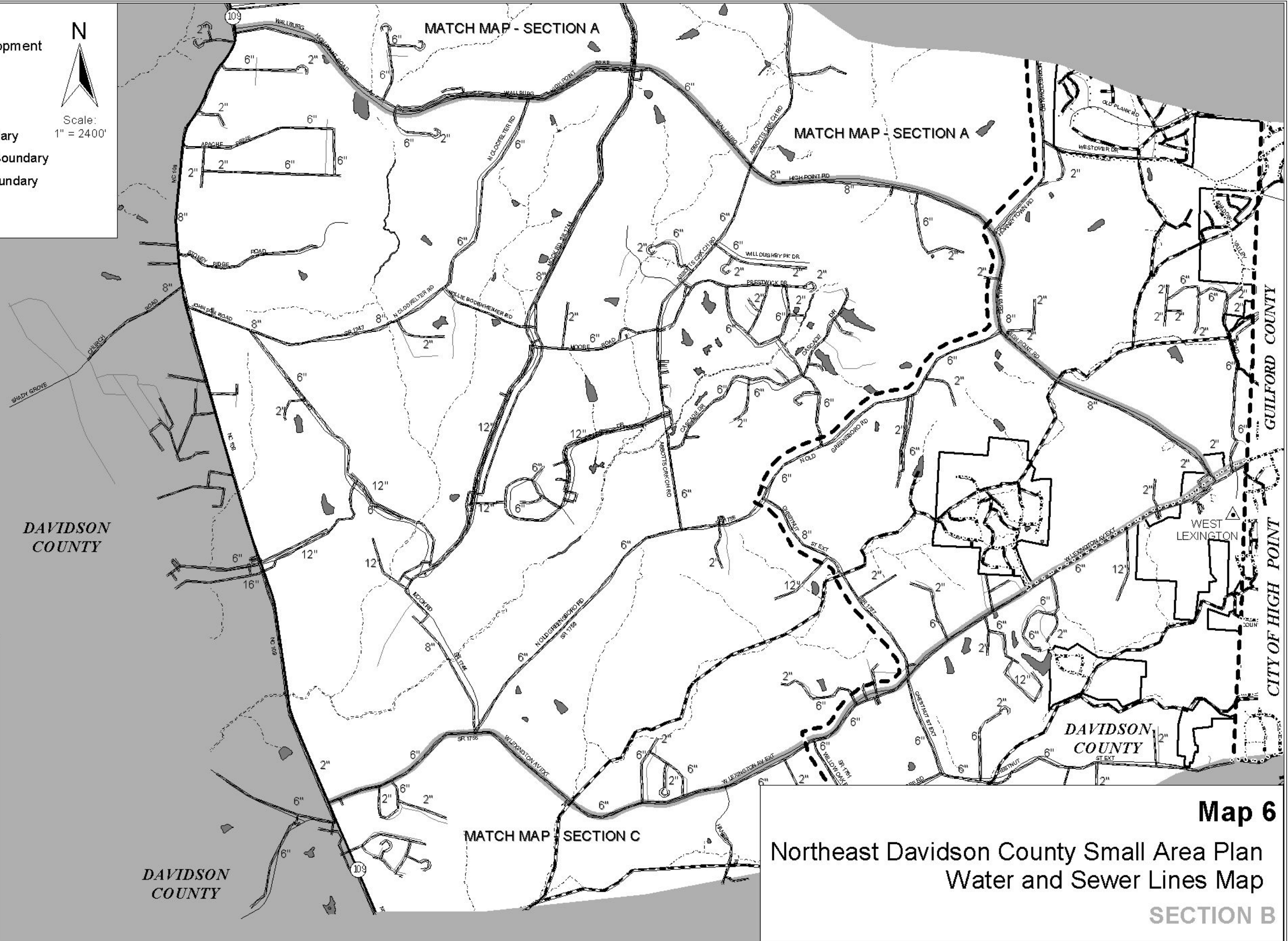
- Area Plan Boundary
- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- Streams

- DAVIDSON WATER, INC.
- WATER LINES: as labeled
  - WATER TANKS: triangle symbol
  - SEWER LINES: n/a
  - SEWER PLANT: square symbol
- CITY OF HIGH POINT
- WATER LINES: dashed line symbol
  - SEWER LINES: solid line symbol

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- Area Plan Boundary
- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- Streams



Map 6


Northeast Davidson County Small Area Plan

Water and Sewer Lines Map

SECTION C






DAVIDSON WATER, INC.

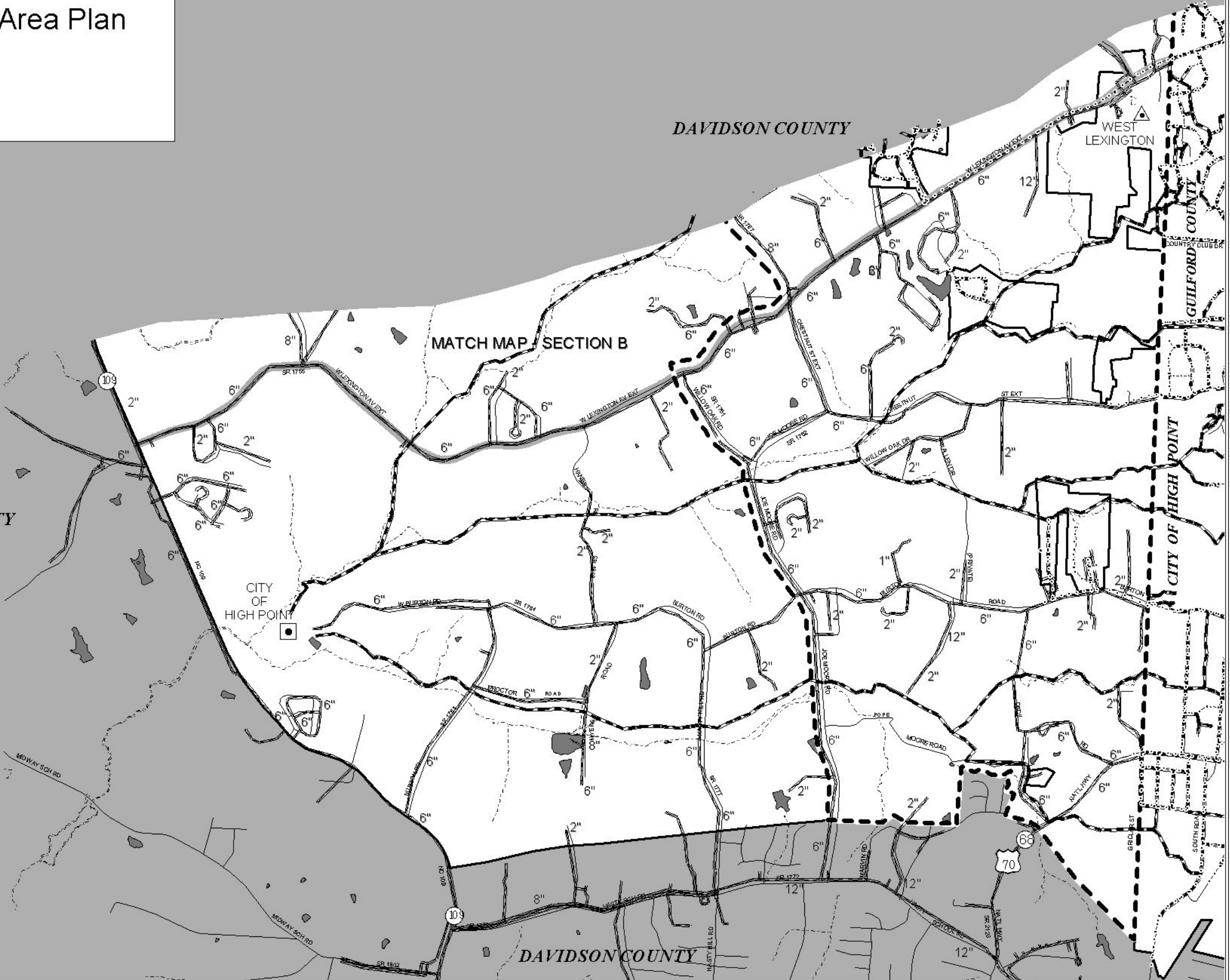
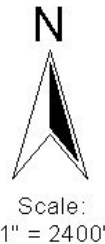
WATER LINES    WATER TANKS  
as labeled    

SEWER LINES    SEWER PLANT  
n/a    

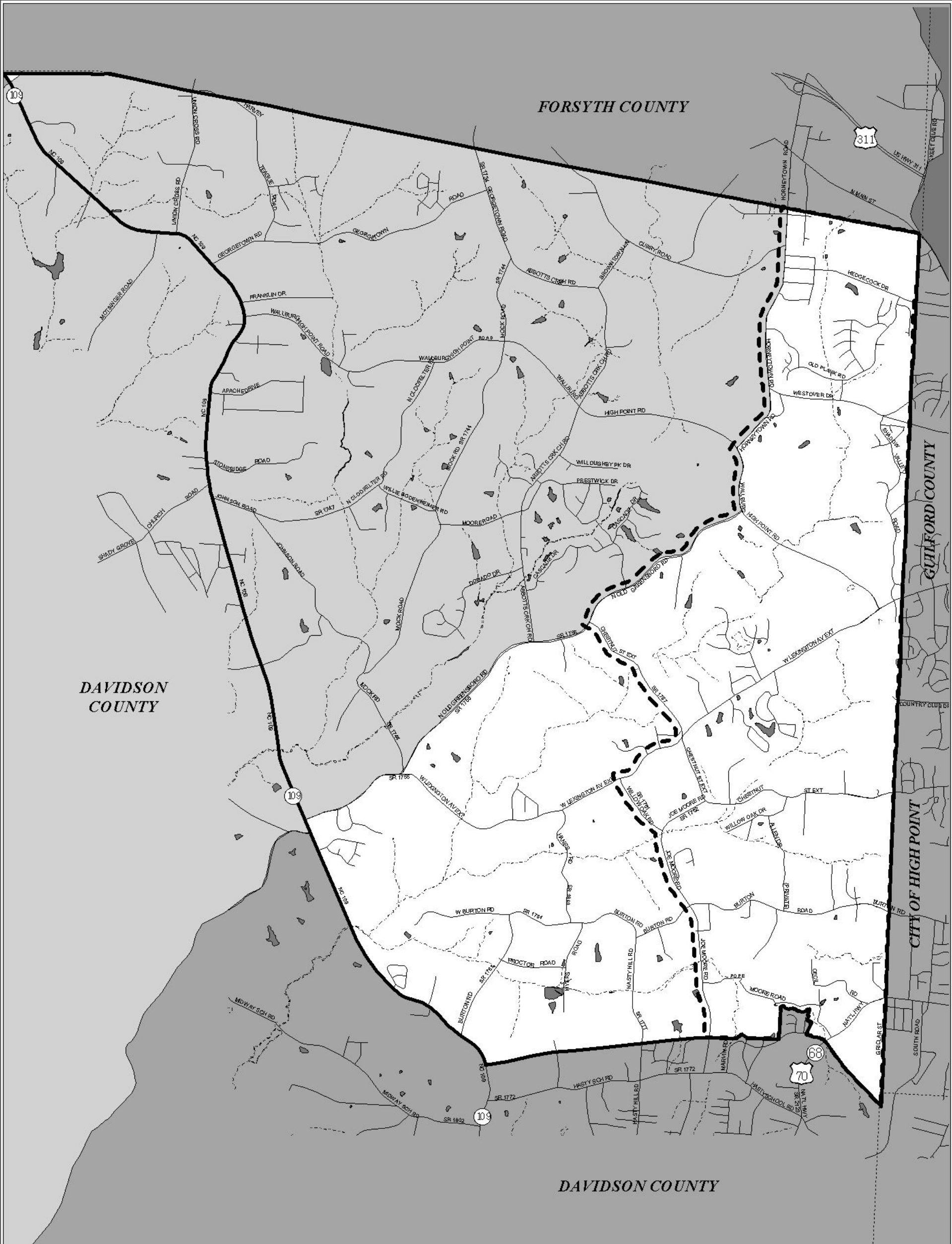
CITY OF HIGH POINT  
WATER LINES    SEWER LINES  
 

[/davcov a/dcfinalmpsbw.apr](#)  
City of High Point, North Carolina  
Department of Planning and Development  
211 S. Hamilton Street - P.O. Box 230  
336.883.3328  
[www.high-point.net/dept/plan](http://www.high-point.net/dept/plan)  
Date: March 2002

 Area Plan Boundary  
 HP Annexation Boundary  
 HP Municipal Boundary  
 Major Roads  
 Streams







# Map 7

## Northeast Davidson County Small Area Plan Thom-a-Lex / City Lake Watershed

City of High Point, North Carolina  
Department of Planning and Development

211 S. Hamilton Street - P.O. Box 230  
336.883.3328  
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Date: March 2002

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### WATERSHEDS

- Davidson County Watershed
- Oak Hollow  
General Watershed Area

- Area Plan Boundary
- HP Annexation Boundary
- HP Municipal Boundary
- Major Roads
- Streams

